

# The Iron Age

A Review of the Hardware and Metal Trades.

Published every Thursday Morning by DAVID WILLIAMS, No. 10 Warren Street, New York.

Vol. XVI: No. 9.

New York, Thursday, August 26, 1875.

\$4.50 a Year, Including Postage.  
Single Copies, Ten Cents.

## Compressed Steel.

The manufacture of steel in large masses, although it has made vast strides during the past few years, is still characterized by many features requiring improvement, and especially amongst these may be mentioned the means by which homogeneity of structure is attempted to be secured. In ordinary practice steel is at present, to a large extent, cast into ingots which are honeycombed more or less by bubbles of gas distributed throughout the structure, and after solidification has taken place, it is attempted to displace these bubbles by the processes of cogging, hammering and rolling the material while in a heated state. During the earlier stages of this treatment the steel is tender, and requires to be dealt with carefully, but in proportion as its homogeneity increases it becomes fit to resist more severe handling, the increase in its toughness, doubtless, to some extent, marking the expulsion of the gas bubbles and the welding together of their sides under the various compressing processes the material undergoes. It is undoubtedly true that this mode of treatment, when skillfully carried out as it is at our large works, gives excellent results, and produces a most valuable structural material; but it is equally true that it is far from being free from objections, while it is in some respects opposed to what may be theoretically considered the rational mode of procedure. In casting ingots it not unfrequently happens that the bubbles of gas are largely formed near the outer surface, and during the processes of reheating these bubbles are apt to be opened up by the wasting of the surface, thus affording opportunities for the entrance of dirt and the formation of scale within the bubble cells, and, as a necessary consequence, interfering with the obtaining of a solid homogeneous mass. Under these circumstances, and inasmuch as it is at present scarcely possible to prevent the formation of the gas bubbles in the ingots during the process of casting, so long as the ordinary plan of teeming them in metal molds is adhered to, it is not surprising that the idea early suggested itself of getting the desired homogeneity by subjecting the metal to compression while in a liquid state, instead of allowing it to solidify before attempting to remove the bubbles. Such a mode of procedure is certainly a rational one—if we allow for the moment that the casting of perfectly solid ingots is at present unattainable in regular practice—and, notwithstanding the practical difficulties attendant upon its being carried into effect, it is somewhat surprising that greater progress has not been made in its general application.

The plan of increasing the solidity of castings by compressing the metal while in a molten state is very far from being new, and, as applied to copper, it has been in regular use at the Broughton Copper Works, Manchester, for about twenty years past. As regards steel, the credit of suggesting its compression in the fluid state belongs, we believe, to Mr. Bessemer, who embodied the idea in one of his earlier patents, but in this country it has in practice been worked out almost solely by Sir Joseph Whitworth, who for some years has been engaged in developing the system, and of whose success we shall have to speak presently. It was in France, however, we believe, that the process was first practically carried out on a large scale, Messrs. Revollier, Bietrix & Co., of St. Etienne, having adopted it in 1867, and having built steel works specially arranged for it in connection with furnaces for making steel by the Siemens-Martin process. According to the plans adopted by Messrs. Revollier, Bietrix & Co., the metal was run from the furnaces into a ladle, which by means of a turntable crane was conveyed to the ingot molds and the metal teemed into the latter. The molds were placed on an ingot carriage, and after filling they were run under a hydraulic press and the metal subjected to compression until its temperature had fallen below that at which bubbles would be reformed. We do not know whether or not Messrs. Revollier, Bietrix & Co. are still using the compressing process, nor what success has attended their latest experiments with it, but we know that during their earlier use of it they produced some very compact sound ingots, but also many failures. Not content with treating ingots, Messrs. Revollier, Bietrix & Co. also compressed, with varying success, more complicated castings, such as tires, rings for guns, &c., but in dealing with such a manufacture they had to contend against the difficulty of running the metal at a lower temperature than was consistent with efficient compression, the initial temperature of the metal on leaving the furnace being reduced by its transfer by the ladle, &c. The result was that to obtain the necessary liquidity in the molds they were compelled to resort to the use of a metal containing a higher percentage of carbon and hence a lower melting point, but this metal again was unfitted for tires, &c., on account of its hardness and brittleness, and hence failures. One great difficulty connected with the affair thus

was that by the Siemens-Martin process it was not possible to deliver a mild steel into the ladle at a temperature so much above its melting point as to allow of it at length reaching the molds at a temperature suitable for undergoing compression. With the Bessemer process less difficulty is experienced in this way, the initial temperature being higher; but even where Bessemer steel is compressed, as at the Neuberg Works, in Austria, it is found to be very important to keep up the temperature of the steel before compressing by heating the ingot molds before the steel is teemed, and by getting the molds under the press as promptly as possible after they have been filled.

The arrangements for compressing steel, which have for some years been in use at the Neuberg Works, were planned by Herr Josef von Stummer-Traunfels, and they have proved very successful, while they are also very simple. At Neuberg the steel from the converters is run into a receiver which is lifted by a powerful hydraulic crane on to a suitable carriage, and is then run on to a bridge over the "press pit." At the bottom of this pit is a line of rails so that the ingot molds mounted on carriages can be brought under the bridge to be filled with steel from the receiver and then promptly run under the press.

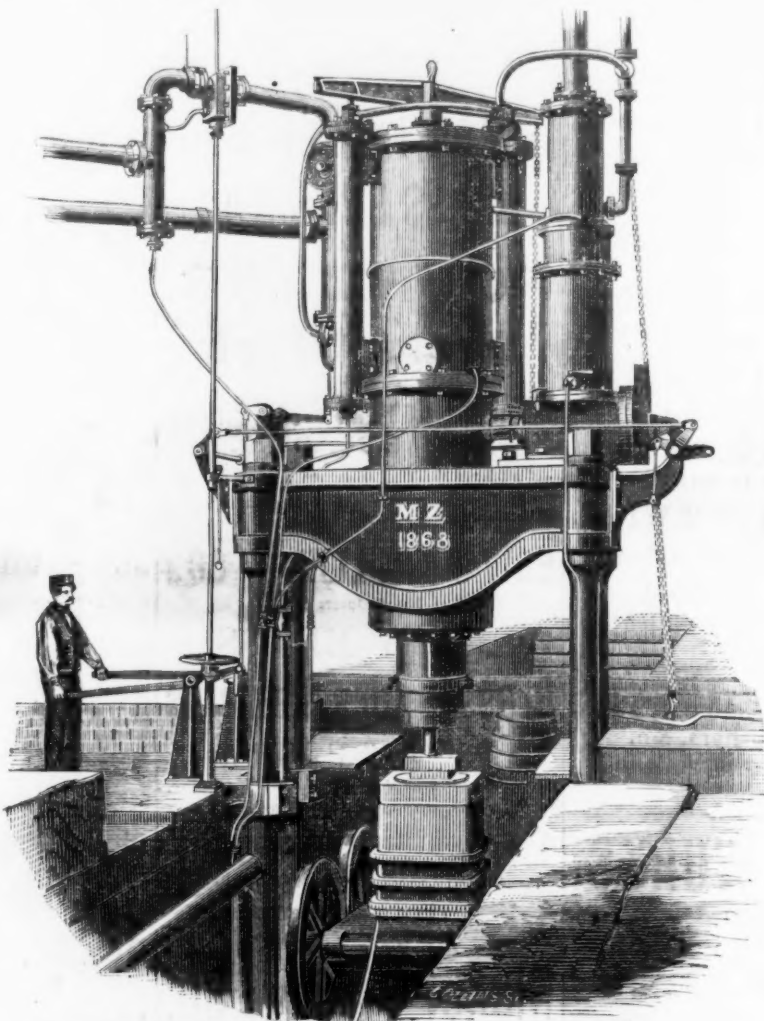
The ingot molds are as usual made for conical ingots, the section at the lower part being the ordinary one of an irregular octagon—or rather a square with the corners chamfered off—while at the upper part this section changes to circular, the upper portion of each mold being cylindrical, internally, for a length of about 6 in., so as to form a guide for the press plunger. Externally the molds are circular, and they are turned slightly conical, whilst steel hoops are shrunk on them to enable them to resist the internal pressure. The conical form of the ingots would, of course, cause the fluid metal to exert an upward pressure tending to separate each mold from its base, and to resist this the molds are furnished with strong flanges by which they can be secured to their bases. The mold bottoms, we may add, have a slight depression in the center, and in this is placed some fire clay on which the metal falls when teemed. This arrangement is employed to prevent the bottom from being injured by the pouring of the metal, it being important to keep the bottom sound, as it might otherwise give way under the action of the press.

Each ingot mold is mounted on its own carriage, the latter carrying it at such a height that when run under the press the top plate of the carriage, on which the bottom of the mold rests, is clear of what we may term the "anvil" of the press, this being a strong casting fixed on firm foundations. The pressure imposed by the press varies from 400 to 700 tons, and it is evident that the ingot carriages could never be made to resist such a pressure. To avoid the necessity for this the lengths of rails on which a carriage rests when under the press are balanced so that when they are merely loaded with the weight of the ingot, mold and carriage, they are maintained on a level with the other rails, but when the press is brought to bear on the ingot they descend and allow the top plate of the carriage to take a solid bearing on the "anvil" just mentioned. On the pressure being removed the rails rise again and the carriage can then be run on to make room for another. The general arrangement of the press and press pit at Neuberg is shown by the annexed perspective view.

It should be mentioned that when an ingot is being teemed in the press pit a kind of funnel of wrought iron plate is placed in the mouth to prevent the latter from being injured by the molten metal. When the mold has been filled, this funnel is withdrawn, and a short plunger is inserted by means of tongs specially constructed for the purpose. The

mold is then run under the press and subjected to pressure for from half a minute to one minute, it being found that this period is amply sufficient to insure the desired result. We may add that no difficulty is experienced from metal endeavoring to squeeze out around the plunger. Any metal so endeavoring to escape at once becomes so cooled as to solidify.

At the Vienna Exhibition of 1873 some excellent specimens of compressed steel were exhibited by the Neuberg Works, and amongst others the broken ingot, from a photograph of which the annexed Fig. 1 has been prepared. This ingot was shown side by side with another broken ingot of the same steel, but uncompressed, an engraving prepared from a photograph of this second ingot being shown by Fig. 2.



HYDRAULIC PRESS FOR COMPRESSING STEEL AT THE NEUBERG STEEL WORKS, STYRIA.

If these two figures be compared, it will be seen that whereas in the ingot represented by Figure 2 there are a great number of bubbles near the outside—and,

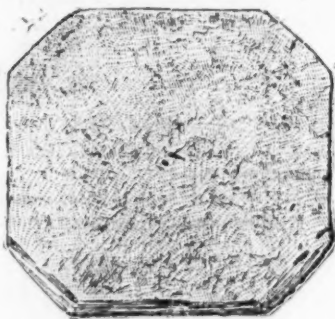


FIG. 1.



FIG. 2.

in fact, only protected by a thin skin which might be injured in the reheating furnace—in the compressed ingot shown by Fig. 1 there is one bubble only, and that at the center of the ingot where it would most probably be thoroughly closed during the subsequent treatment of the ingot, or where if it continued to exist

it could do little harm. Altogether we believe that the practice at Neuberg has been very successful.

Another mode of compressing steel, differing materially from that above described, is that which has been proposed and tried by Mr. R. N. Daalen, of Barop. According to this plan each ingot mold is fixed to a cast iron bed plate, which also forms the bed plate of a pump placed horizontally, and capable of forcing—by one or more strokes—sufficient fluid metal into the mold to give the required compression. At first we believe that Mr. Daalen ran the metal from below, but he has more recently turned the ingots from above, the molds being fitted with covers adjustable at different heights, and capable of being secured so as to resist the

internal pressure. Of this arrangement, and some others which preceded it, we may probably speak on an early occasion.

We have now to speak of the progress which has been made by Sir Joseph Whitworth in the compression of steel, a progress respecting which little has been published, although admirable specimens of the material produced have from time to time been shown at various exhibitions. At his works at Chorlton street, Manchester, Sir Joseph Whitworth now has a magnificent plant for the production of compressed steel castings, this plant including four powerful hydraulic presses, capable of exerting pressures of from 2000 to 8000 tons, which are employed for compressing the molten steel, and also for forging. The castings as compressed by Sir Joseph Whitworth are some of them solid ingots, and some in the form of rings, the latter being preferred on account of the greater surface offered by the molds for the escape of gas. The molds used each consist externally of a massive steel hoop of sufficient strength to resist the pressure, there being placed within this a ring formed of cast iron bars arranged vertically. These bars, which are about 2½ in. thick, have at their side notches which form small radial passages for the escape of gas, these passages communicating with vertical channels formed by chamfering the outer corners of the bars. The molds are so carried that the vertical channels allow of the free escape of gas at the bottom as well as the top. Inside the bars the mold is lined with a layer of refractory sand, which protects the cast iron bars from the fluid steel, but is at the same time sufficiently porous to allow of the escape of gases during the process of compression.

In the case of annular castings the core is formed of a number of vertical cast iron bars, such as we have just described, these bars being arranged in a circle and duly protected by the refractory sand coating. The sections of the bars used in building up the cores are, we may add, such that some of the bars may be withdrawn inward so as to leave the core free. The steel used at the Chorlton street works is produced partly by the Bessemer process, partly by the Siemens-Martin process, and partly in crucibles; it is, however, found that the crucible steel possesses no special advantages over that produced by the Bessemer and Siemens-Martin processes, and hence these two modes of manufacturing steel are those now principally used. When crucible steel is employed the crucibles are emptied into a ladle, and from this the steel is run into the molds and subjected to compression.

The pressure generally applied is about six tons per square inch, and Sir Joseph Whitworth states that the ingots are reduced to about seven-eighths of their original length. To some considerable extent, however, this reduction of length must be due to the dilatation of the mold after the pouring of the molten steel, a dilatation produced partly by expansion by heat and partly by the yielding of the several parts under the strain due to the very severe pressure. When first applied, the pressure causes the es-

cape of molten metal around the plunger of the press; but the metal in the small clearance space soon solidifies and prevents further leakage. As the pressure goes on there is a copious discharge of gas—principally carbonic oxide—and the pressure is maintained even after this discharge ceases. Sir Joseph Whitworth states that in some cases he has applied a pressure of as much as 20 tons per square inch; but it is evident that such a pressure could be applied to small castings only, on account of the difficulty in obtaining sufficient resisting power in the molds. The castings, after their removal from the molds, are subjected at the Chorlton Street Works to a forging process under a hydraulic press, the tubes being supported for this purpose on a mandril.

The plant at the Chorlton Street Works is capable of dealing with very heavy masses, and on the occasion of a recent visit we had an opportunity of examining a compressed steel propeller shaft which will weigh when finished 18 tons. Amongst other examples there was also a lining for a marine engine cylinder 59 in. in diameter, 44 in. long and 1½ in. thick; a hoop forging 57 in. in diameter, 56 in. long and 5¼ in. thick; a trunnion forging for a 35 ton gun, and other pieces of heavy work. The qualities of steel produced are various, according to the nature of the work for which the casting is intended; but wherever the explosive force of gunpowder is to be resisted, Sir Joseph Whitworth insists upon the material giving an elongation of 30 per cent. before rupture, and he states that he can now produce with regularity a steel which will give this elongation, and at the same time have a breaking strain of 40 tons per square inch, the test bars used being cylindrical, 2 in. long and with a sectional area of half a square inch.

We have now laid before our readers some particulars of the progress which has so far been made in the manufacture of compressed steel; but we regret to say that there is still wanting much information necessary to enable a true estimate to be made of the value of the compressing process. As we said at the commencement of this article, the process of compressing steel in the liquid state is one which we must regard as rational if ingots cannot be cast commercially without being more or less honeycombed; but going to the root of the matter, we are led to inquire how far this honeycombing is a necessity. It is perfectly well known to steel manufacturers that as some of the principal works at home and abroad thoroughly sound steel castings can be cast by "dead melting" the steel, employing molds with a non-conducting lining, and running the ingots with a sufficient head, and it is a question how far ingots so cast are inferior to those which have undergone compression. In other words, information is wanted as to the effect of compression on sound steel. If Sir Joseph Whitworth would run two ingots from the same melting of steel, subjecting one only to compression, and then test samples cut from the solid portions of both ingots, the comparative results would be of great interest, particularly if accompanied by further tests made of samples cut from the ingots, and subjected to forging. Such a series of tests would go far to show to what extent the admirable character of the material which Sir Joseph Whitworth is producing is due to the process of compression, or how far it is due to the careful selection of the materials from which the steel is made. The whole question of the production of high-class steel is, however, one on which much could be said, and it is, therefore, one on which it is unadvisable to treat at the end of an article which has already grown to considerable length. We shall, therefore, for the present dismiss the subject, but we propose to return to it, and to have something to say respecting other modes of treatment than that of compression in a fluid state.—Engineering.

Appropos of Garibaldi's project for diverting the course of the Tiber, at Rome, approved by the last Italian Parliament, it is now said that the idea is by no means a new one. From old letters, just unearthed, it appears that, at the beginning of the eighteenth century, the Jews in Rome applied to the Pope for permission to search the bottom of the Tiber, and for that purpose they asked leave to turn the course of the river a mile above and below Rome, for six months. They offered to pay the Pope \$4,000, 000 for the permission. The Jews believed they would find ten times as much as their outlay. Their offer was not accepted, as it was feared that the drainage of the river in the summer months, during which the work would be done, would produce epidemics. It would be strange indeed now were a project thus revived after a slip of nearly 200 years, to result in profit to the government undertaking it, instead of in the large expenditures necessarily anticipated.

A large number of French ports in the channel and bay of Biscay are undergoing changes or receiving improvement. The shipping accommodation at Le Havre is being completely remodelled and enlarged, and six of its docks are either in course of reconstruction or of transformation.







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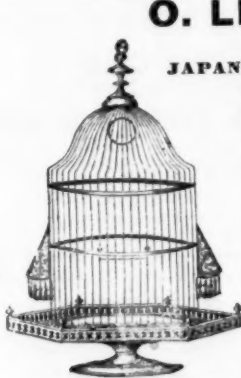
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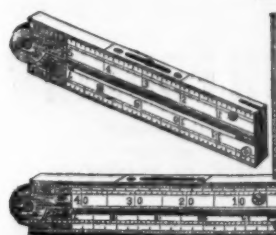
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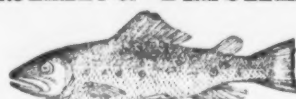
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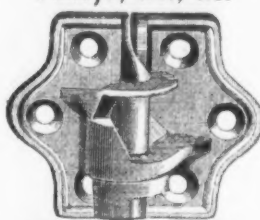
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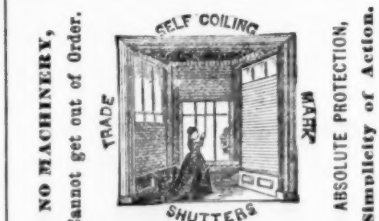
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The annexed rules for the information and guidance of exhibitors have been issued by the Bureau of Installation relative to space in the main exhibition building:

The space granted to an exhibitor within the building is available floor space, exclusive of the intermediate passages between the exhibits. It may be utilized in various ways, as follows:

By placing the products exhibited directly upon the floor.

By constructing a low platform upon which they may be placed.

By erecting counters upon which they may be arranged.

By erecting ornamental columns, pyramids, cones, and partitions to obtain wall space.

By erecting show cases in which the exhibits may be tastefully displayed.

There will be no charge for space, but all platforms, counters, ornamental partitions, show cases and appurtenances must be erected at the expense of the exhibitor. No particular form or design is prescribed for the cases, counters, &c., but they must not exceed the following heights without special permission from the Chief of Bureau:

Show cases and partitions—Fifteen feet above the floor.

Counters—Two feet ten inches above the floor, on the side next the passage way.

Platforms—One foot above the floor.

In order to insure the advantageous and satisfactory location of products exhibited, applicants for space desiring to erect show cases, counters or partitions, must furnish to this bureau a scale drawing or tracing, showing clearly the elevation and ground plan of the same, and if the case is intended for inspection from all sides; if not, which sides are open to inspection, and which form the back or sides. In many instances cases will be placed back to back.

Exhibitors have the privilege of placing railings of approved design around the space allotted to them. All such railings must be of the uniform height of two feet six inches above the floor level, and may be attached to the case by projecting brackets, or be supported by posts from the floor. In every instance the floor space granted includes the area embraced by the railing. The line of the railing will be placed upon the line of the passageway, and no railing will be allowed to project beyond the case or counter into the passage way.

Exhibitors desiring to display products pendant from the roof trusses must in every case obtain special permission to that effect from the Chief of Bureau.

No exhibitors will be permitted to display products in such a manner as to obstruct the light or vista through the avenues and aisles, or occasion inconvenience, injury, or disadvantageously affect the display of other exhibitors. Signs will not be allowed to project beyond the floor area of the space allotted, nor will signs made of canvas or paper be permitted. The masts, avenues, aisles and public passage ways remain under the control of the United States Centennial Commission; and no trophies, decorations, portals, fountains, or other special exhibits will be permitted in them, except by special permission of the Director General.

Each column within the building will be lettered and numbered, the letters designating the lines of columns, lengthwise, from east to west, and the numbers the lines, crosswise, from north to south. Each exhibitor will have his location defined with reference to the nearest column, and the official directory of the building will give the positions according to this system.

Exhibitors having space granted in close proximity to the columns or outer wall of the building will be furnished from this bureau with drawings showing the form of the columns, the water spouts, and the available wall space. Cards stating the exhibitor's name, class of objects, catalogue number, place of manufacture and price, will be affixed to goods under such regulations as the commission may prescribe.

All products arriving at the doors of the building by rail, wagon, or otherwise, will be received by the Bureau of Transportation and delivered on the space granted. Each exhibitor will then be expected to commence unpacking and arranging his goods without delay. Provision has been made for the removal and safe storage of empty boxes and cases immediately after unpacking.

All exhibits must be arranged, completely and finally in position, not later than May 1, 1875. The Chief of the Bureau of Installation has charge of the allotment of space to exhibitors in the United States section. The right to alter or amend these rules is reserved.

A. T. GOSBORN, Director General.

HENRY PETTIT,

Chief of Bureau of Installation.

PHILADELPHIA, July 30, 1875.

## Lead and Tin Foil.

Many metals and alloys can be hammered or rolled into thin sheets, and in this operation the ordinary molecular structure, which they have when cast, is changed, and they become more dense. Among these metals are gold, silver, copper, tin, platinum, lead, zinc, aluminum, iron, nickel, and their alloys; other metals are not malleable but brittle, and cannot be rolled or hammered out alone, nor drawn into wire.

Beside the noble metals, which were used by the oldest civilized nations, bronze (an alloy of copper and tin) was also employed by the ancients for useful utensils, for at the present day a glance at Pompeii teaches us how extraordinary artistic and neat were the water vessels, stands and holders of all kinds, as well as the water spouts adorned with bronze figures. We know that the Romans, and perhaps the Phœnicians, obtained their tin from

England. But the common metals then known, like copper, tin, lead and iron, were not prepared in such large quantities, and, consequently, must then have represented a much higher relative value than now.

Lead, which occurs in nature, for the greater part, in combination with sulphur only, as sulphide of lead (galena), is the easiest of all metals to reduce from its ores, being obtained at a comparatively low point of fusion. For this reason, as well as on account of the frequent deposits of lead ore in the old world, especially in Greece, Sardinia and Spain, civilized nations employed metallic lead extensively for pipes and in sheets. In almost every house newly excavated in Pompeii, there may be seen the thick cast lead pipes, with the joints of different forms and the places of manufacture cast upon them. These antiquities are chiefly preserved in the museum at Naples. Not only Rome and Greece made use of this easily fusible metal, but even the still older nations of India and China possessed, and still possess at the present time, great skill in smelting lead and tin. Proof of this are the well known genuine tea chests which are lined with lead, packed, and soldered up in China for shipment.

The Chinese employ an alloy of lead with some tin and copper to prepare metallic foil as thin as paper, in which large lots of tightly pressed tea are packed and shipped to all parts of the globe. The fusible alloy is melted and poured on a smooth stone; and as the mass solidifies slowly, because the amount of heat for fusing is only so small, the Chinese workman has time enough to throw a second smooth stone upon the still liquid mass, and finally, in primitive style, jump upon it so as to increase the pressure. The Chinese people are so extraordinarily conservative in their customs that we cannot expect that this method of making sheet lead will suffer any advance by the introduction of rolling or hammering. In Europe, especially in Germany, it is not so very long since men were obliged to work with very limited aids. Then there sprang up in Venice, and afterward in Nuremberg, the mirror makers, who employed their tin foil with mercury for covering the glass plates.

A mirror of the size that we are accustomed to have now could not be obtained in the last century, because the sheets of tin foil were not large enough to make them; besides, the wide cylinders for mirror glass could not then be made.

The demand for larger sheets of metal was satisfied gradually by the progress of an extension of machine building, although the use of copper, tin and iron had already been hampered out with great skill. A few scales ago snuff was picked in rolled lead foil, but this has been prohibited for a long time. In its place has appeared tin foil, which is quite cheap on account of its greater thinness and small specific gravity. By reason of its manufacture in larger quantities and new discoveries of tin ore in Australia, the price of tin foil has fallen to one-half its previous price.

Tin foil is chiefly used for a reliable airtight covering. Like the well known tin box is used for preserving food on a sea voyage, so wrapping an article in tin foil protects it from the external air, so that it does not decay. Ex fact of meat, sausage, cheese, etc., are protected in this way.

On the other hand, tin foil prevents evaporation and drying, as of snuff, wine, liquors, bouquets of flowers, etc. The airtight metallic wrapper preserves the costly odors and perfume of many fine articles, as chocolate, cigars, vanilla, cosmetics; there is, in fact, no more reliable protection against the volatilization of valuable odorous substances than the non-poisonous metallic foil referred to. Not only is this object accomplished, but with it are combined neatness and elegance, the useful and the agreeable, since the silver white, polished, and mirror like shining metal makes a better impression of neatness than any other envelope for a commercial article. This exterior at once adorns the contents and indicates their high value.—A. Andersohn.

## The Universal Diffusion of Heat the End of all Motion.

Prof. Balfour Stewart recently delivered a very interesting lecture in Manchester, England, on the "Energies of Light and Heat." The lecturer explained the two great laws of thermodynamics, one of which determines the quantity of mechanical energy necessary to produce one degree of heat, and the other, the law according to which heat may be converted into work.

This latter law showed that no work could be obtained out of heat unless we had a fall of heat from a higher to a lower degree, just as we could get no work out of water unless it fell from a higher to a lower level. Upon this principle the uses of the boiler and condenser in a steam engine were explained, and it was shown how the heat from the boiler and condenser was converted into work. The work done by the boiler and condenser was shown to be the same as the work done by the boiler and condenser in a steam engine.

While the principle of the conversion of energy was quite true, there was also another principle equally true, called the dissipation of energy. This was, as it were, the great counterforce to the first law. It showed that the work done by the boiler and condenser was not lost, but was converted into heat, and this heat was then converted into work. The work done by the boiler and condenser was shown to be the same as the work done by the boiler and condenser in a steam engine.



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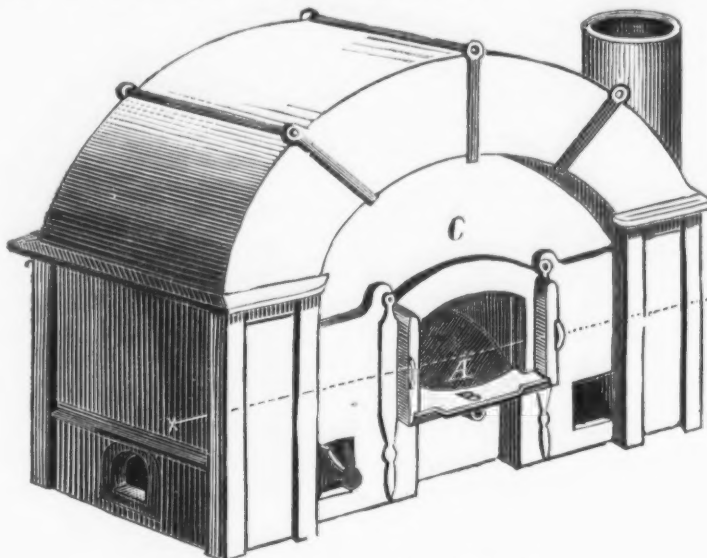
**New Patents.**

We take from the records of the Patent Office  
in Washington the following specifications of  
certain patents lately issued, which will be  
found interesting:

**IMPROVEMENT IN METALLURGIC FURNACES.**

Specification forming part of Letters Patent  
No. 165,630, dated July 13, 1875, issued to  
William Swindell, of Allegheny, Pa.

Figure 1 is a perspective view of a furnace em-  
bodying the invention. Fig. 2 is a horizontal



IMPROVED METALLURGIC FURNACE.—Fig. 1.

section on the line *xx* of Fig. 1. Fig. 3 is a  
vertical section on line *yy* of Fig. 2; and Fig.  
4 is a similar section on the line *zz* of Fig. 2.

Like letters refer to like parts wherever they  
occur.

The invention relates to the construction of  
metallurgic furnaces of that class with which  
regenerators are commonly employed; and it  
consists in a novel arrangement of the regen-  
erator passages for the air, gas and products of  
combustion above the hearth, and in such rela-  
tion thereto that the full heating effect of the  
products escaping from the hearth is obtained,  
the durability of the furnace increased, and  
economy of space and material effected.

Heretofore, in the construction of metallurgic  
furnaces having regenerators connected there-  
with, the regenerator has been built separately  
from the furnace, or the hearth has been built  
over the regenerator chambers—the first form  
requiring greater room, and not utilizing the  
heat to the best advantage, and the second form  
productive of injury to the regenerator, on ac-  
count of the weight of the superimposed fur-  
nace hearth. These objections are overcome  
by constructing the furnace as follows:

In the drawing, A represents the hearth of a  
metallurgic furnace, supported as at *a*, to per-  
mit the circulation of air beneath the hearth,  
and provided with working doors B B. C is  
the roof or crown, over which is sprung an  
arch, D, leaving a clearance between the arch  
and roof for the free circulation of air, so that  
undue heating of the furnace walls is avoided,  
and provision is made for renewing the

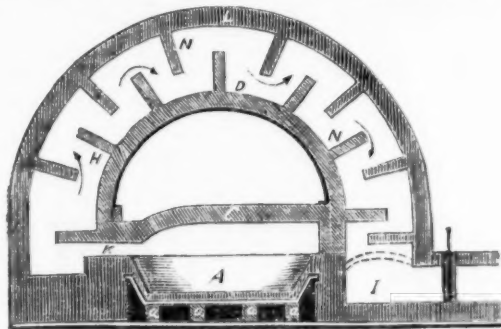


Fig. 3.

crown of the furnace and side walls. The  
arch D forms the floor of one set of flues E,  
and of the flues H for the waste gases—the  
whole being inclosed by a second arch, L,  
which forms the outer wall or roof of the flues  
H, and of gas flues or passages F. The space  
between the arches D and L is divided by  
cross-walls O, and the alternate flues of the  
series thus formed are subdivided by interme-  
diate arches or walls M M, which separate the  
passages for the air and gas, while the passages  
traversed by the products of combustion are  
rendered tortuous by projecting walls or ledges  
N, which retard the escaping waste gases, re-  
taining them in contact with the side walls of  
gas and air flues. By this series of walls and  
cross-walls are formed the gas flues F, air flues  
E, and waste gas flues H—the first two pro-  
vided with suitable inlets, guarded by valves *e*  
and *f*, and the latter communicating with the  
stack through cross flue I. The intermediate  
walls M are provided at the mouth of the fur-  
nace with horizontal extensions *m*, which de-  
fect the air, causing it to enter the furnace at a  
point above the gas inlet. K is the neck or  
throat of the furnace, and is arranged relatively  
to the point where the gas and air are admitted  
to the flues E and F, so as to always preserve  
the temperature of said flues E and F above the  
point at which carbon and soot will be depos-  
ited, whereby the clogging of the flues is pre-  
vented.

The operation of the devices is as follows:  
The valves *e* and *f* being raised, air will enter  
the passage E from beneath the hearth, where  
it has already absorbed some heat from the fur-  
nace bottom, and gas will enter the flue F  
from a suitable generator or reservoir. The  
two currents, traveling in the line of the ar-  
rows, will absorb the heat from the side walls  
O, to which it has been communicated by the

outgoing products of combustion, and the air  
and gas, becoming mingled at the mouth of the  
furnace, will burn upon the hearth. The waste  
gases, escaping at the opposite side of the fur-  
nace into flues H, traverse the same, in turn  
giving up their heat to the incoming air and  
gas, finally escaping into the stack through  
cross flue I. The products of combustion, air  
and gas all travel in the same direction, and the  
waste gases consequently are hottest at the  
point where the gas and air first enter into the  
flues E and F.

From the description of the construction and  
operation of the above devices it will be seen  
that the relative position of the hearth and re-  
generator best adapted for convenience in work-  
ing has been preserved. The location of the  
regenerator is such as to utilize all the heat  
from the waste gases, and at the same time per-  
mit a free circulation of air around the hearth  
to preserve it. The form of the regenerator  
enables the usual form of brick to be employed

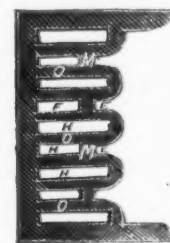


Fig. 2.

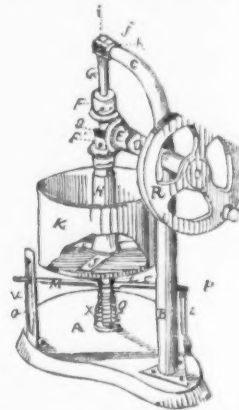
limite, 1 pound; alcohol, 1 gill. When thor-  
oughly mixed and dried it is reduced or pul-  
verized. For welding, the compound is used dry.  
For hardening and tempering, it is mixed with  
water and used in a fluid state.

**Claim.**—A compound for welding, hardening  
and tempering steel and iron, consisting of a  
mixture of wrought iron filings, borax, muriate  
of ammonia, cyanide of potassium, prussiate  
of potash, corrosive sublimate, and alcohol, in  
the proportions as set forth.

**MEAT CUTTER.**

To H. P. Goddard, Orange, Mass.—The meat  
to be chopped is put in a receptacle which is  
vertically adjustable. In this receptacle are  
two rotating knives—one moving to the right,  
the other to the left—which chop the meat.

1. In a chopping mechanism, substantially  
such as described, the shaft G, provided with  
the knife J and gear F, and the sleeve H, por-  
vided with the gear F, and knife I, in combina-



tion with the tub K, gear E, standard B, and  
step Q.

2. In a chopping mechanism, substantially  
such as described, the tub K, arranged to slide  
vertically in relation to the knives I J.

3. In a chopping mechanism, the lever M,  
spring Z, and serrated standard N.

CHAIN CABLE.

To C. A. Chamberlin, Camden, N. J.—1. A

chain cable composed of links having the broad  
inner faces *c*.

2. A chain cable composed of links with in-  
creased depth and thickness at the points of  
junction of the sides and bends, and flattened  
at those points, so that the depth will be greater  
than the thickness, as at *a*, *a*.

3. A flexible chain cable composed of links



with flattened bends of increased depth and  
thickness in the line of strain.

4. A chain cable composed of links con-  
structed with increased depth and thickness at  
the points of junction of the sides and bends,  
as at *a*, *a*, and flattened at said points, and in-  
creased in depth and thickness in the bends in  
the line of strain, as at *y*, *y*, said bends being  
likewise flattened.

5. A chain cable, the links of which have side  
bars with broad inner faces *c*, and of increased  
depth and thickness at the points of junction  
of the sides and bends, as at *a*, *a*, and flattened  
at said points.

6. A chain cable, the links of which have  
side bars with broad inner faces *c*, and flattened  
bends of increased depth and thickness in the  
line of strain, as at *y*, *y*.

7. A chain cable composed wholly or in part  
of links elliptical on the inner face, as at *c*, in-  
creased in depth and thickness at or about the  
points of junction of the sides and bends, as at

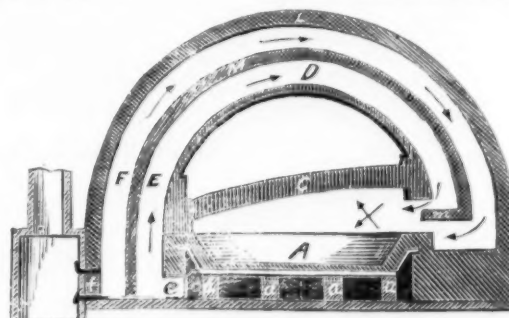


Fig. 4.

**IMPROVEMENT IN COMPOUNDS FOR WELDING,  
HARDENING AND TEMPERING STEEL.**

Specification forming part of Letters Patent  
No. 165,378, dated July 6, 1875, issued to Sarah  
Slater, of Philadelphia, Pa.

This invention relates to that class of com-  
pounds used for welding, hardening and tem-  
pering steel and wrought iron; and it consists  
in a composition formed by mixing the follow-  
ing ingredients in about the proportions given:  
Wrought iron filings, 1 ounce; borax, 1½  
pounds; muriate of ammonia, one-half pound;  
cyanide of potassium, one-quarter pound;  
prussiate of potash, 11 ounces; corrosive sub-

*a*, *a*, and increased in depth at the bends, as at  
*y*, *y*.

The Washburn Iron Works, at Worcester,  
Mass., are closed for an indefinite period, on ac-  
count of a lack of orders.

The Lackawanna Iron and Coal Company  
started up one of their rolling mills August 4,  
and blew in a new furnace on the 2d.

The Allentown, Pa., Chronicle says: The  
Bethlehem Iron Company, Longswamp, Berks  
county, started up last week again.



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 For each additional constituent of usual occur-  
 rence..... 1 50  
 For those of unusual occurrence or difficult to de-  
 termine the charge must necessarily depend  
 upon circumstances  
 For determining the per cent. of Sulphur and Phos-  
 phorus in Iron or Steel..... 14 00  
 For each additional constituent of usual occur-  
 rence..... 6 00  
 For the per cent. of Carbonate of Lime, and in-  
 soluble Silicious Matter in a Limestone..... 10 00  
 For each additional constituent..... 2 00  
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 Matter, Fixed Carbon, and Ash in Coal..... 12 50  
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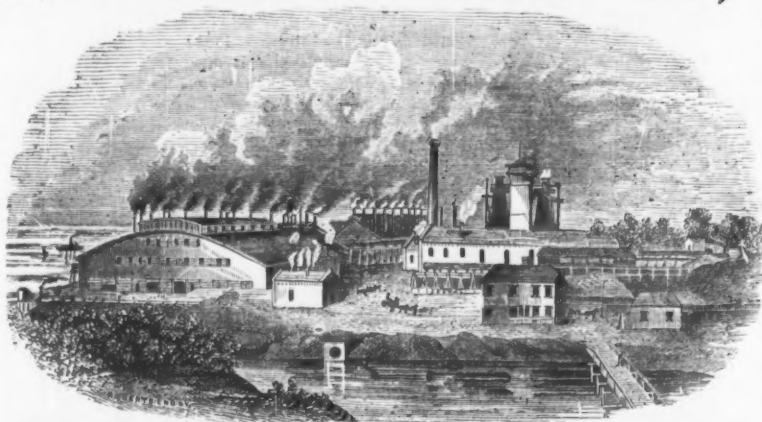
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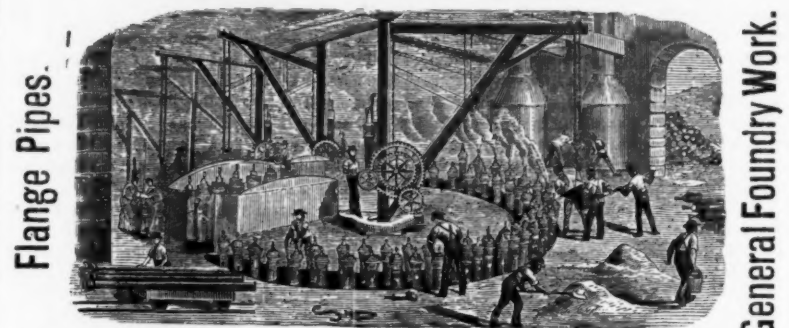
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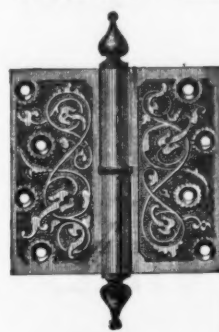
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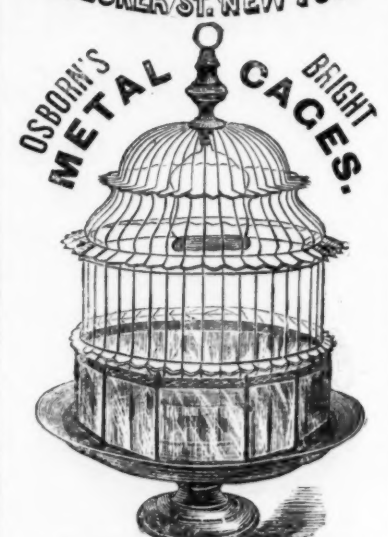
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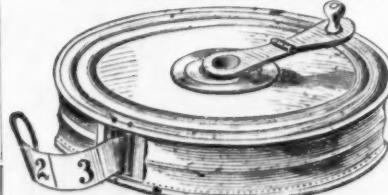
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**On the Uses of Steel.**

By J. BARBA, Chief Naval Constructor, Lorient.

No. II.

Tempered bodies resume generally their properties when they are annealed, that is to say, when they are left to cool slowly after having been sufficiently heated. When annealing is effected on a homogeneous body, the composition of which does not change under the influence of heat, its effect is simply to restore its original elasticity. In order that the annealing should be thorough it is necessary to attain a sufficiently high temperature, and that the time of cooling should be increased as the size of the mass increases, in order that there may only be a slight difference of temperature between the interior and the exterior. The first condition is necessary to allow the metal to recover its elasticity lost by tempering, the second condition ought to prevent in the various phases of cooling, the creation of undue strains in the body of the metal.

In bodies of a complex nature like steel, the effect of annealing is compound; independently of the restitution of elasticity to the fibers changed by tempering, it produces a separation of part of the mixed carbon. That bodies may be homogeneous after annealing, it is necessary that this separation should take place equally throughout the mass; and it will be easily seen that slow cooling is indispensable in order to obtain this result. For large pieces of steel, the period of cooling must extend over several days, sometimes over several weeks.

When steel is perfectly annealed, the molecular tension previously set up subsides, and the fibers extend under the influence of heat, to resume their natural elasticity.

If the piece annealed has been only locally tempered the result will be the same. If it is a bar composed of different qualities of steel, the process will bring about a little more homogeneity. By the effect of the high temperature to which the bar is raised, the lines of demarcation will cease to be clearly marked, and the differences between the various parts will be less visible, as the bar is exposed longer to the action of heat. In annealing this dissemination of the carbon is due to the temperature to which the steel is raised; in tempering this effect is increased by the pressure resulting from rapid cooling.

Annealing should not be effected at too high a temperature, for the metal, if exposed to too great a heat, is likely to change in the fibrous texture given it under the hammer; it would crystallize with slow cooling, and would cease to have any elasticity. It would, in short, be burnt.

In any one given nature of steel there may exist a series of intermediate conditions between the natural state, and that corresponding to the maximum temper of which it is susceptible. The different properties of the same steel follow a law of variation extending between these two extreme points. In its natural state steel has a hardness increasing in proportion as it contains more carbon. Tenacity or resistance to rupture follows the same law, increasing continuously from soft iron to the hardest steel. The strains which different natures of steel can support before reaching their limits of elasticity follow in the same way. On the other hand, extension under load decreases when the quantity of carbon, and consequently the hardness and tenacity increases. Facility for welding varies with the degree of extension; it is great in slightly carburized iron, and almost ceases to exist in steel rich in carbon.

When different kinds of steel are tempered under similar conditions, the qualities of hardness, tenacity, and extension to rupture follow the same law observed in the natural condition; hardness and tenacity increase with the temper, extension diminishes. Lastly the difference between steel in its natural state, and the same steel tempered, is less as the quantity of carbon is less, and it approximates more closely to pure iron.

We will only consider here the temper obtained by the rapid cooling of steel heated to an elevated temperature and changed into a cold liquid. Under these conditions the constitutional changes induced by tempering ought to decrease quickly in proportion as the steel operated on is less carburized. In very hard steel the elastic limit is exceeded only under very high loads; in mild steel this limit is much more easily reached, and the same conditions of cooling will thus produce a contraction, and a pressure much less in the second case than in the first.

From the foregoing it will be seen that whenever a material possessing great hardness and tenacity is desired, and one that will not be susceptible of deformation before rupture, the more highly carburized steels must be employed; from this nature cutting tools are made. For constructive purposes a much more elastic material is necessary, and less carburized irons must be employed—these are the mild classes of steel.

It will also be understood that tempering followed by annealing may be employed to improve certain irons more or less carburized, and especially to re-establish the homogeneity lost during the different stages of manufacture.\*

All the different classes of commercial iron contain a small quantity of carbon, and are therefore subjected, like steel, but to a less degree, to the influences of tempering and annealing. Heat produces in the iron the solution of the carbon, and a dissemination of the portion mixed with the metal, and probably of other foreign matters. The compression which follows the tempering increases this dissemination. Lastly, in annealing, the heat continues the effect produced, and slow cooling allows

the molecules so to group themselves as to remove almost entirely the various internal strains.

In a large number of cases the operation of tempering is succeeding by a partial annealing of such a character as to reduce the extreme molecular tension, but preserving in the metal the chief of the special properties due to the tempering, hardness, tensile strength, and a more homogeneous composition. Afterward a more active annealing takes place, in order that the normal elasticity may be restored.

Partial annealing after tempering is practiced on armor plates. The tempering after rolling renders them more homogeneous throughout their mass, by the compression produced in every direction. Hardness or resistance to the penetration of projectiles is increased, but the metal becomes less tough as the tempering is more active, or with a given range of temperature as the plate is thicker.

This liability to break would disappear entirely with complete annealing, but to preserve the hardness and to prevent all internal crystallization, the annealing is only carried on at a dull red heat; this temperature is insufficient to restore to the various fibers all their elastic properties, but it allows it to preserve the greater part of the hardness due to the tempering.

In plates the thickness of which is less than .787 inches this annealing is sufficient to effect the desired object, and a metal is obtained offering great resistance to the penetration of projectiles, and not breaking easily under their impact.

In thicker plates subjected to tempering and annealing under the same conditions, the molecular tension after tempering, preserves more value after annealing; the plates always offer a high resistance to the penetration, but they are markedly brittle. To remove this inconvenience, it would be necessary to increase the annealing; by so doing the plates would offer a little less resistance to penetration, but they would not break under the blow of the shot.

The same result ought to be arrived at by diminishing the intensity of the temper; the temperature to which the plates require to be raised cannot be reduced, since in order to secure homogeneity, it is necessary to produce in the iron a solution of all foreign matters, but the rapidity of cooling can be diminished by using a liquid, the conductivity of which is less than water, or by raising the temperature of the water if it be employed. By this means the heated mass will be subjected to a cooling action, sudden at first to prevent the separation of the carbon, and slower afterward to avoid the creation of extreme molecular tension.

These views may be illustrated by the recent investigations of M. Caron. In his laboratory experiments he has been able to bring to the same degree of hardness, toughness and elasticity, steel springs, which have been, some tempered and annealed by the ordinary mode, and the others simply tempered in hot water. He expresses as follows his views on the result of his experiments. "Tempering with hot water, or, better, boiling water, curiously modifies mild steel containing from two to four thousandths of carbon; it increases sensibly its toughness and elasticity without sensibly changing its mild quality."

M. Caron in other experiments has succeeded in restoring burnt iron by tempering it in a hot liquid; he employed a solution of sea-salt raised to 110° Cent. The original texture is then restored to the metal by the high compression due to the tempering, and the extension of the fibers which follows as a natural consequence. The slow cooling following this first effect allows the fibers to recover the chief portion of their elastic character, in spite of the first abrupt cooling. It is known that burnt iron can also be restored by raising it to a white heat, and then placing it under the rapid action of a steam hammer. Thus the tempering acts in the first case, just as the hammering acts in the second; it contributes a forging action producing an extension in the metal. It is possible from this that the quality of ingots may be improved by successive temperings, which would place them under the same conditions as if they had been subjected to the hammer or the rolling mill.

The numerous properties of steel, its powers of resistance, its extension before rupture, the manner in which it is influenced by tempering, furnish convenient means of comparing the different natures of this material; it would be very difficult to make any comparison based on their various compositions.

Until within comparatively a few years steel more highly carburized, and more subject to all the faults already named than the mild qualities made to-day at many works, was always employed. The substitution of ferro-manganese for manganese pig iron, to produce carburization at the end of the process, either in the Bessemer converter or the Siemens-Martin furnace, has resulted in obtaining metal containing a minimum quantity of carbon, and free of the oxides of iron which the manganese is designed to reduce or to remove.

The steel employed in England and in France for the construction of large ships may always be classed as mild steel; but in France alone we believe has cast steel been employed until the present time to any extent.

The constructors of the English navy require that steel plates should be tested to show a resistance to rupture of 32.9 tons per square inch in the direction of the fibre, and 29.5 tons per square inch against the fibre. The resistance should in no case exceed 39.9 tons per square inch.

For the ships constructed at Lorient and Brest, where cast steel alone has been employed, a minimum resistance to rupture of 28.5 tons per square inch for plates and angle iron has been required, together with an extension of at least 30 per cent. For deck beams, &c., formed

by double T bars 11 13-16 in. deep in the web, on account of the difficulty of manufacture, the extension before rupture is reduced to 18 per cent. The plates are furnished in almost equal proportions from the works of Creusot and of Terre-Noire. The double T beams are made by MM. Maréchal, of Rive de Gier, from Terre-Noire steel, and other bars are supplied by the Creusot Works.

The different classes of steel have been manufactured at Terre-Noire by the Bessemer process, and at Creusot by the Siemens-Martin process, and both these large works are now enabled, thanks to every experiment and the certainty of their manufacture, to deliver mild steel of practically a uniform quality. They can, however, vary the qualities to suit exactly the requirements of the purchaser. The following Table, No. III, is extracted from a classification recently adopted at the Creusot Works of the different ranges and qualities that this establishment can deliver to order.

The figures given in this table are obtained by a wide range of trials; nevertheless they are only given as being indicative and comparative. The test bars were all turned to a length of 3.93 in., and to have a cross section of .31 square in. The bars were raised to as nearly as possible the same temperature, corresponding to bright red heat, and were then tempered in oil. The steel delivered at Lorient and Brest, offering a minimum resistance to rupture of 28.5 tons per square inch, should not, according to table No. III, attain their limit of elasticity until a load of 13.94 tons has been exceeded. Assuming that iron plates arrive at their elastic limit under a load of 10.4 tons per square inch, which is rather a high average, we find that in a given structure an iron plate having a thickness =  $e$  can be replaced by a steel plate whose thickness equals  $e'$ , determined by the relation  $22 \times 10.4 \times e$  or  $e' = \frac{22}{28.5} e$ . (This only refers to plates exposed to direct tensile strains). An iron plate .47 in. thick can thus be replaced by a steel plate .35 in. thick.

TABLE III.—CLASSIFICATION OF CREUSOT STEEL.

A. CLASS.

Non-Tempered.				Tempered.			
Load Corresponding to		Load Corresponding to		Load Corresponding to		Load Corresponding to	
Rupture.	Elastic Limit	Rupture.	Elastic Limit	Rupture.	Elastic Limit	Rupture.	Elastic Limit
Number of Classification.	Percentage of Extension at Rupture.	Number of Classification.	Percentage of Extension at Rupture.	Number of Classification.	Percentage of Extension at Rupture.	Number of Classification.	Percentage of Extension at Rupture.
Tons per sq. in.	Tons per sq. in.	Tons per sq. in.	Tons per sq. in.	Tons per sq. in.	Tons per sq. in.	Tons per sq. in.	Tons per sq. in.
1 48.31	34.72	13 73.16	51.64	1 48.31	34.72	13 73.16	51.64
2 46.97	23.96	15 70.05	43.30	2 46.97	23.96	15 70.05	43.30
3 44.57	23.07	17 68.95	41.71	3 44.57	23.07	17 68.95	41.71
4 43.61	22.12	19 61.37	38.42	4 43.61	22.12	19 61.37	38.42
5 39.81	21.04	21 56.17	35.63	5 39.81	21.04	21 56.17	35.63
6 36.77	19.65	23 49.89	31.90	6 36.77	19.65	23 49.89	31.90
7 33.72	18.25	25 43.49	27.77	7 33.72	18.25	25 43.49	27.77
8 31.19	16.86	27 38.80	23.96	8 31.19	16.86	27 38.80	23.96
9 28.53	14.26	29 35.63	21.30	9 28.53	14.26	29 35.63	21.30
10 .....	.....	.....	.....	10 .....	.....	.....	.....
11 .....	.....	.....	.....	11 .....	.....	.....	.....

B. CLASS.

Non-Tempered.				Tempered.			
Load Corresponding to		Load Corresponding to		Load Corresponding to		Load Corresponding to	
Rupture.	Elastic Limit	Rupture.	Elastic Limit	Rupture.	Elastic Limit	Rupture.	Elastic Limit
Number of Classification.	Percentage of Extension at Rupture.	Number of Classification.	Percentage of Extension at Rupture.	Number of Classification.	Percentage of Extension at Rupture.	Number of Classification.	Percentage of Extension at Rupture.
Tons per sq. in.	Tons per sq. in.	Tons per sq. in.	Tons per sq. in.	Tons per sq. in.	Tons per sq. in.	Tons per sq. in.	Tons per sq. in.
1 39.26	26.05	13 75.64	48.06	1 39.26	26.05	13 75.64	48.06
2 47.49	25.36	15 73.91	47.87	2 47.49	25.36	15 73.91	47.87
3 45.82	24.88	17 68.47	45.04	3 45.82	24.88	17 68.47	45.04
4 34.90	33.74	19 62.76	41.46	4 34.90	33.74	19 62.76	41.46
5 40.83	22.70	21 57.79	39.37	5 40.83	22.70	21 57.79	39.37
6 37.85	21.42	23 51.99	34.87	6 37.85	21.42	23 51.99	34.87
7 31.87	20.18	25 46.79	31.57	7 31.87	20.18	25 46.79	31.57
8 32.01	18.76	27 41.72	28.74	8 32.01	18.76	27 41.72	28.74
9 33.60	17.43	29 37.28	25.36	9 33.60	17.43	29 37.28	25.36
10 28.18	14.26	31 32.84	20.92	10 28.18	14.26	31 32.84	20.92
11 .....	.....	.....	.....	11 .....	.....	.....	.....

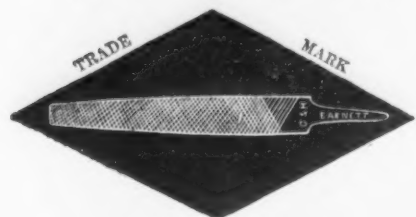
C. CLASS.

Number of Classification.	Non-Tempered.				Tempered.			
	Load Corresponding to		Percentage of Extension at Rupture.	Elastic Limit	Load Corresponding to		Percentage of Extension at Rupture.	
	Rupture.	Tons per sq. in.			Rupture.	Tons per sq. in.		
1	39.26	26.05	18	77.98	53.49	8	75.64	
2	48.31	26.75	19	75.00	51.99	9	73.00	
3	46.40	25.99	17	71.00	49.45	6	68.75	
4	44.25	25.23	19	66.44	45.96	10	66.44	
5	41.78	24.38	21	62.76	43.62	13	62.76	
6	38.99	23.14	22	56.00	39.43	15	56.00	
7	35.70	22.06	23	51.44	36.08	18	51.44	
8	33.19	20.73	27	46.02	34.76	20	46.02	
9	30.76	19.46	29	40.15	28.72	23	40.15	
10	27.98	18.12	32	33.78	23.88	27	33.78	
11	24.44	17.17	35	29.46	20.79	33	29.46	





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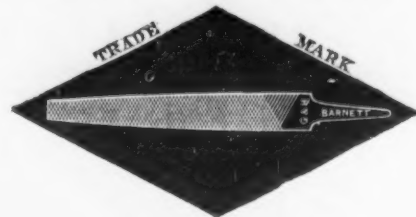
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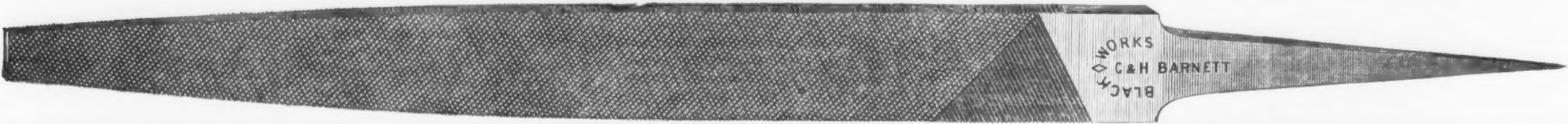
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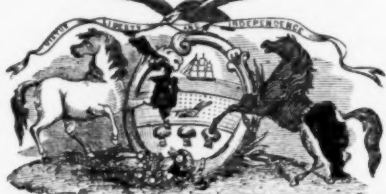
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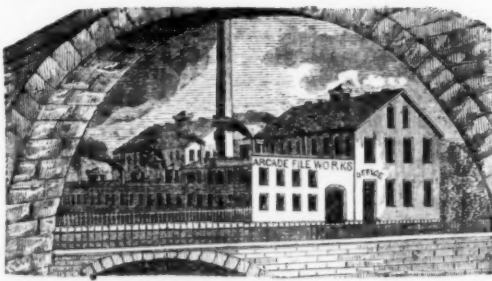
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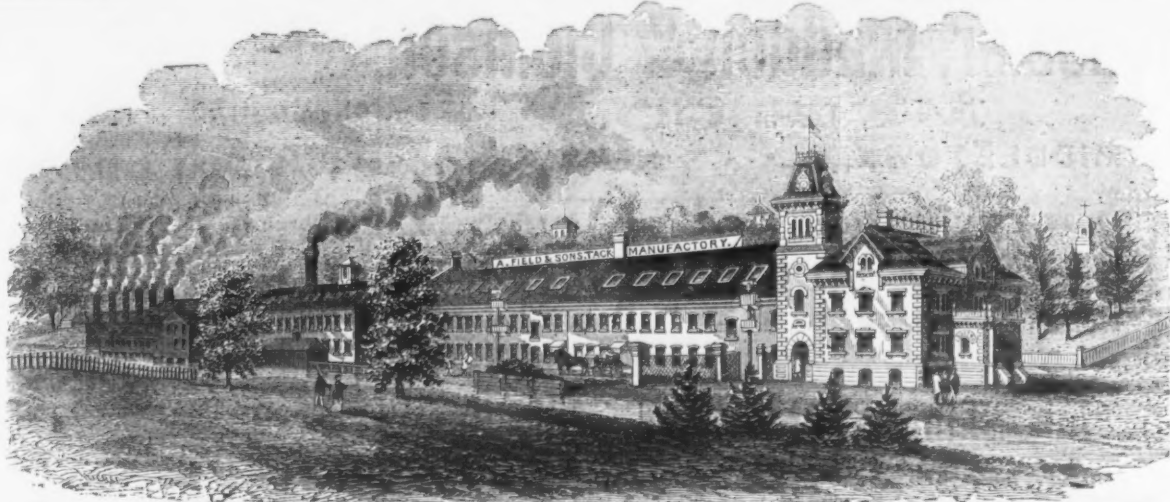
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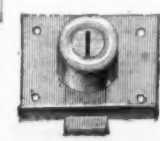
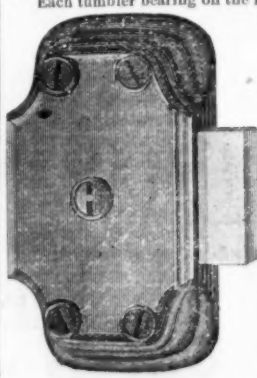
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The Grant Works, Paterson, have finished about seven locomotives of their Russian order. None of them have actually been shipped to their destination, but they are loaded in cars at the depot and are being boxed and sent off from the works continually. All the machinery is packed carefully in boxes, and the tenders are sent separate. When this order is completed other similar work is expected to employ the works, so that there will probably be no stoppage. It is estimated that one of these locomotives when loaded with fuel and water ready for running weighs about eighty tons—a weight that would ruin any track that we have in America.

The Danforth Works are still busy, having received an order for three engines and eighty cars which will keep many hands in employ till winter at least.

An iron foundry is to be located at Red Bank, Monmouth county.

#### PENNSYLVANIA.

The Chester Rolling Mills are engaged on one lot of 1500 tons of iron plating for the shipyards of John Roach & Son, and have several smaller orders from New York and Philadelphia. These rolling mills are producing from sixteen to twenty tons per day, and their operations have a marked effect upon the prosperity of that neighborhood.

The steel works of Anderson & Woods, Pittsburgh, have only stopped for necessary repairs for over 10 years, and the last year's product was the largest since their commencement.

The works of the North America Smelting Company, Middletown, cover an area of 152 by 200 feet, and are four stories in height. The specialties of their manufacture are Babbitt, type and stereotyped metals, tin and copper-smiths' solders, pig and brass, and composition castings.

The Warwick Iron Company are now roofing the casting, pump and engine houses of their new furnace at Pottstown, and will be ready in a few days to receive the engine. The boilers, six in number, which are 73 feet long and four feet in diameter, are now being set in position.

Ethelbert Watt's Furnace, near Marietta, has been blown in. The product, it is expected, will be about 500 tons of foundry iron per month.

Phoenix Roll Works, owned by James B. Young & Co., Pittsburgh, burned August 9. Loss reported to be \$30,000; Insurance, \$20,000.

D. W. C. Carroll & Co., of the Fort Pitt Boiler and Iron Works, Pittsburgh, have just contracted to manufacture four large boilers and appurtenances for the United States government iron snag boat now being completed. They have also closed a contract to make six large homogenous steel boilers and other work for the Grand Lake Coal Company, of that city. Both contracts are to be completed by fall.

The new nut and bolt works of Messrs. McMurtry & Charles, Pittsburgh, are now in full operation, the product of their new improvements and patent machines coming fully up to all expectations, both in quality and quantity.

The Hazard Manufacturing Company, of Wilkesbarre, has just filled an order for two wire ropes, one 3000 and the other 1800 feet long. They were shipped to Virginia City, Nevada, this week, and are to be used for hoisting ore from a silver mine.

The new furnace at Lyons, on the East Penn Road, is finished, but there is some difficulty about the water supply. A new reservoir near by was to be filled by gravitation from springs on the hill one-fourth to one-half miles away, but lest it should not be available or sufficient, a well is being sunk, which is already 97 feet deep. The furnace is owned by the East Penn Iron Company, in which prominent New York brokers have a considerable interest. John T. Noble, of Pottsville, is the contractor. Some difficulty having arisen, it is understood that he will at once turn over the furnace, with several houses erected for the employees, to the company, of which J. Schockler, of New York, is manager. The furnace is a very complete structure, and is said to have cost \$180,000.—Allentown Register.

Page & Goodnow, of the Rollstone Foundry, in Fitchburg, are making castings for a planer to be put in the new shop of Brown & Co., engine builders, which is to weigh 25 tons. The bed is to be 40 feet long, and weigh 10 tons. When completed it will plane a surface 84 inches square. The Fitchburg Machine Company are the builders.

A new tack manufacturing company has been organized at Pittsfield. It is composed of eight stockholders, and has a paid-up cash capital of \$30,000, which will be increased as business demands. The old Willis factory will be run for the present, but when the new machinery, which is now building, is finished the company will move into either the Kellogg or George Burbank's steam-power building. J. L. Peck is the president, George N. Dutton, clerk, agent and treasurer.

The Lowell Machine Shop now employs 700 hands, and expects to continue the employment of that number through the coming winter. It is now filling orders for full machinery for an 8000 spindle mill, at Rome, Ga.; a 6000 spindle mill, at Greenville, S. C., and a 4000 spindle mill in Western Mississippi.

The Fitchburg Machine Company are building an engine lathe to be forwarded to the Sandwich Islands, and also one for parties in Central Mexico. Both will be shipped via San Francisco, Cal.

The Hiscox File Manufacturing Company, West Chelmsford, are having their share of prosperity, running about 65 hands, and turning out 100 dozen files per day, beside other goods. This company moved from Lowell the 1st of June last, having bought the works of

the Roby Manufacturing Company, comprising about ten acres of land with buildings. Stony Brook runs through the works, from which they enjoy a 50 horse water-power eight months in the year. Their list of goods includes hand and machine-cut files, rasps, machine, molding, veneering and other knives, the latter from English steel. The Douglas Ax Manufacturing Company, the principal concern of the village, are running their extensive works to nearly their full capacity, employing 300 hands, and turning off about 3000 axes and 1000 bevel tools daily. Their monthly pay roll amounts to between \$15,000 and \$20,000. They exhaust from 1200 to 1500 tons of iron, about 300 tons of steel, from 2000 to 2500 tons of coal, and upward of 1200 tons of grist-stones a year.

#### CONNECTICUT.

The Aena Nut Company, of Southington, has temporarily shut down its works.

The contracts for the mason work upon the Sharps's Rifle Company's new works, in Bridgeport, have already been awarded. The main building is to be 250 feet long by 40 wide, and four and a half stories high. The engine-house is to be 50 feet long by 25 wide; the boiler house 50 feet by 50 feet, and the annealing building 160 feet long by 40 wide. Of the three last buildings the walls are to be 18 feet high. All are to be built of brick and the roof to be covered with slate. It is estimated that 1,000,000 bricks and 400,000 feet of lumber will be used in the construction of these buildings. About 100 men will soon be engaged in their erection.

Phelps, Dodge & Co., of New York, have leased the factory at Shelton, and will begin the rolling of sheet zinc, an entirely new industry in this country, most of our sheet zinc coming from Belgium.

The Russell & Erwin Manufacturing Company have contracted for machinery and bought land on which to erect buildings for the manufacture of wood screws. The company will begin at once the erection of buildings along Lafayette Street and between High and Grove streets. The main building will be about 250 feet in length, 40 feet wide, and three stories high, with a capacity commensurate with immediate wants. The machinery is to be in readiness by February next.

#### VERMONT.

The foundation for a powerful hydraulic wheel press is being laid at the machine shops of the Central Vermont Railroad, at St. Albans. Heavy car, track, and tender wheels will be tested in this press. The pressure gauge is a novelty. It has a capacity of 12,000 pounds, and has a tell-tale attached to the hands of the gauge which will give the exact pressure on each pair of wheels pressed. A small lock is attached to the gauge, so that it cannot be disturbed by any of the employees until the foreman sees the exact pressure.

The buildings, machinery, fixtures, and patterns of the St. Albans foundry have been sold by J. G. & W. C. Smith to Edward A. Smith and John W. Newton, who have for several years been the lessees, under the name of the St. Albans Foundry Company, for \$30,000.

#### MAINE.

The Portland Rolling Mills have put in new furnaces, and a new train of rolls for manufacturing bar iron, and have made their first lot of bar iron. They are also prepared to make round iron from three eighths to two inches by sixteenths, and flats from seven-eighths to three inches by sixteen.—this.

#### OHIO.

The Cleveland Scale Company have added to their premises a three-story brick building, 17 by 75 feet, to meet an increased demand for scale, safe, letter-press and similar works.

A knitting machine factory is to be established at Norwalk, Ohio, by the Curtis Manufacturing Company, with \$26,000 capital.

A steam riveting machine has been put into the boiler shops of the Fulton Iron Works, Cleveland.

The Canton Wrought Iron Bridge Co. have now under contract over \$100,000 worth of wrought iron bridge work. The work done in this establishment ran over \$400,000. They are now building a railroad bridge in Iowa, also one at Saginaw, with 300 feet swing and 160 feet truss.

The Johnstown, Pa., Tribune, says: The first furnace erected in this neighborhood was the Etna, which is located at Yellow Springs, Blair county, and was built in 1803, and the next the Springfield Furnace, in the same county, erected in 1815. Among others that were built many years ago we find the Franklin Furnace, in Blair county, erected in 1841; the two at Holidayburg, in 1855 and 1856; the Hopewell, at Hopewell, Bedford county, in 1800; the Pennsylvania, at Rock Spring, Huntingdon county, 1813, and the Sarah, at Sarah, Blair county, in 1824. The Cornwall Furnace, at Cornwall, Lebanon county, was erected in 1745, and the Mount Hope, in Lancaster county, in 1775. The Cornwall is still in blast, and has now reached the advanced age of 130 years. Its stack is 312 feet. Of the furnaces of the Cambria Iron Company here the four stacks were erected from 1832 to 1854, and the one at East Conemaugh in 1857.

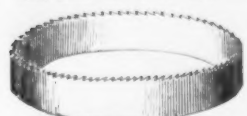
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**GEORGE GUEUTAL & SON,**

39 West 4th St., New York.

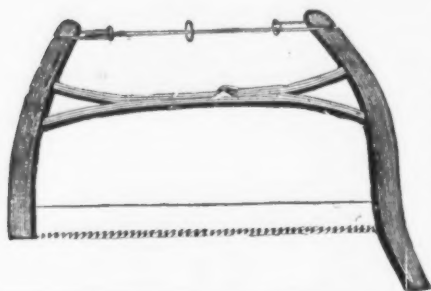
IMPORTER OF


**Wood Screws, Steel in Sheets,**  
**BAND SAWS, TOOLS FOR BRAZING, &c.**  
 Bed Screws, Pin Hinges, and Wire Nails a Specialty.
**H. W. PEACE,**

MANUFACTURER OF

**Saws of all kinds.**

FACTORY, WILLIAMSBURG, N. Y.



Elliptic Forked Saw Frame.

Patented June 28th, 1870.

The annexed engraving represents my ELLIPTIC FORKED SAW FRAME, which commends itself to the trade for its simplicity of construction. The Forked Frame being all in one piece, without any center bolt, secures for the Frame great strength and durability. These Frames are put up with my best Webs, marked "No. 40, Harvey W. Peace."

**HARVEY W. PEACE,**  
 Sole Proprietor & Manufacturer,  
**VULCAN SAW WORKS.**  
 WILLIAMSBURG, N. Y.

**AMERICAN SAW CO.,**

Manufacturers of

**Movable Toothed Circular Saws,**  
**PERFORATED CROSS-CUT SAWS**  
 And **SOLID SAWS** of all kinds. **Trenton, N. J.**

**THE SILVER STEEL DIAMOND CROSS-CUT SAW.**

\$1.50 Per Foot.

Patent Secured

THIS new Saw, which is destined to take the place of all Cross-cut Saws in point of **SPEED AND EASE**, is manufactured by **E. C. ATKINS & CO., Indianapolis, Ind.**, who are the **SOLE MANUFACTURERS FOR THE UNITED STATES.** So confident are we that this is the best Cross-cut Saw in the market that we **CHALLENGE THE WORLD.** Orders promptly filled.  
**E. C. ATKINS, H. KNIPPENBERG.** Saw Manufacturers and Repairers, Indianapolis, Ind.

**Lloyd, Supplee & Walton, HARDWARE FACTORS.**

MANUFACTURERS OF

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Bonney's Spoke Trimmers

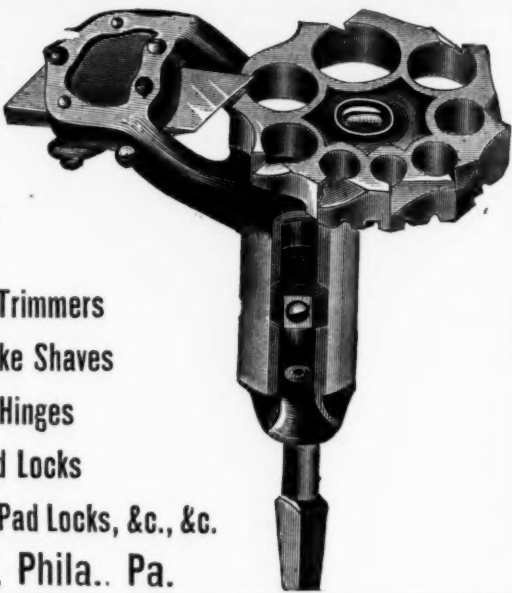
Double Edge Snook Shaves

Adjustable Gate Hinges

Scandinavian Pad Locks

Flat Key Brass and Iron Pad Locks, &amp;c., &amp;c.

625 Market St., Phila., Pa.





**Florence Steel Skate. Price \$1.00.**

**FLORENCE SKATES.**  
 MANUFACTURED BY THE  
**Florence Sewing Machine Co.,**  
 FLORENCE, MASS.

The Florence Steel Skates.  
 "The Skate for the Million!"  
 The Florence Spring Skates.  
 The Most Elegant and Perfect Skate in the Market.  
 Send for Illustrated Price List.

Every Skate warranted Steel, and free from any Imperfection.

**J. M. CARPENTER** Manufacturer of First-Class TAPS Pawtucket R. I.

**Wheeler, Madden & Clemson****MFG. CO.,**

MIDDLETOWN, - - - NEW YORK.

Manufacturers of

**WARRANTED CAST STEEL****SAWS**

Of every description, including  
 Circular, Shingle, Cross-Cut, Mill, Hand,  
**WOOD SAWS, Etc., Etc.**

**E. M. Boynton,**80 Beekman Street,  
NEW YORK,

Manufacturer of

**Saws of all kinds.**

Also Sole Manufacturer of

**LIGHTNING SAWS.**

Two Direct Cutting Edges, instead of one Scraping point.



Note extra steel and durability over the old V, outlined on M tooth.

Telegram Dated Oct. 1st, 1874.

STATE FAIR, EASTON, PA.

To HENRY DISTON &amp; SONS:

Philadelphia, Pa.

I want you to publicly test that challenge on Cross Cut Saws. Name time and place within thirty days. American Institute preferred. **E. M. BOYNTON.**

**E. M. Boynton** gave on Wednesday of last week an exhibition of what his Lightning Saw could do at the Pennsylvania State Fair, in which two men sawed through a sound oak log, 16 inches in diameter, in 17 seconds. Mr. Boynton informs us that his export trade is increasing, he having lately made large shipments of his saws to Australia and other distant markets.—*The Iron Age*, Oct. 8, 1874.

For fuller report of this exhibition see the *Easton Morning Dispatch* of Oct. 1st, 1874.  
 Henry Diston & Sons cannot furnish Lightning Saws. Why do they imitate mine?

**Grain Scoops**AND  
Back Strap Shovels,WITH  
**PATENT CORRUGATED STRAPS,**

An improvement giving great strength to the weak point of ordinary shovels. The corrugation is from A to B on both sides, not sensibly increasing the size of handle. Hardware buyers' attention is called to the fact that this improvement will command the market.

We are prepared to fill orders for Ames', Rowland's and Myers' & Arnold's scoops and Back Straps, with the Patent Corrugated Straps, at 75 cents per doz., net, above prices of regular goods, shipping direct from the factories. Sample orders asked.



FOR SALE BY  
**TACOMBER, BIGELOW & DOWSE,**  
 BOSTON.  
**LIVINGSTON HORSE NAIL CO.,**  
 NEW YORK.  
**LYDD, SUPPLEE & WALTON,**  
 PHILADELPHIA.  
**PRATT & CO.,** Buffalo.  
**DUCHARME, FLETCHER & CO.,** Detroit.  
**SEMPLE, BIRGE & CO.,** St. Louis.



make a specialty of the **LARGEST SIZES** of Circular Saws, and call particular attention of lumber manufacturers to the following points of excellence:  
**Evenness of Temper.**—The peculiar structure of my furnace subjects all parts of the saw to a DEAD heat, and when dipped in the oil bath secures perfect uniformity.

**Perfect Accuracy in Thickness.**—My saws are ground on a patent machine, automatic in operation, grinding off the thick places upon the plate before the thinner parts are reached, and when the saw is removed BALANCES PERFECTLY, which is proof positive of the right accomplishment of the work.

**Properly Hammered.**—Great care is taken that no saw shall leave my works without due attention in this important particular. A saw too tightly strained upon the rim, or too loose in the center, cannot be successfully run—hence the importance of so hammering the saw as to effect equal strain in all its parts, and at the same time **ITS TRUE**. This department is under the personal supervision of myself, who have devoted over twenty years to the art of saw making.

I am sole proprietor and manufacturer of the celebrated "**Challenge**" Cross-Cut Saw. Price Lists of all kinds of saws sent on application.

**JAMES OHLEN.****J. FLINT,**

Manufacturer of

**ALL KINDS OF SAWS****And Plastering Trowels,**

ROCHESTER, N. Y.

A large stock of Cross Cut Saws constantly on hand. Orders filled promptly. **Dietrich's Double Handle** and **Man Cross Cut Saws** made with any kind of tooth desired. Our patent method of grinding Hand Saws makes them superior to any in the market. Send for Illustrated Price List.

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**NORTH CAROLINA HANDLE CO.,**  
 (Wilson & Shoher, Props.)  
 Manufacturers of  
**AXE, PICK, GERMAN & AMERICAN SLEDGE,** and other Handles.  
 Full assortment always on hand.

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**ALARM WHISTLES, SPEAKING TUBE, ELBOWS, ETC**

Fitting up Speaking Tubes a specialty.

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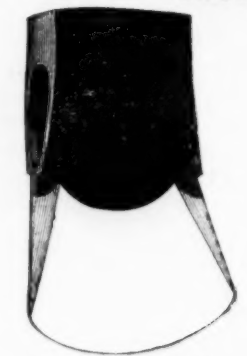
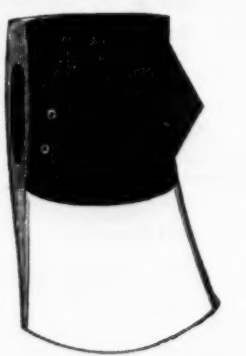
P. O. Box 2355.

81 Beekman St., New York.


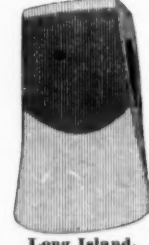
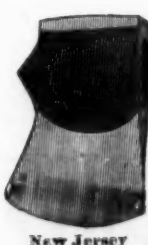
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**H. CLARK'S CAST STEEL AXES.**

Every Axe fully Warranted.

**Western Beveled.** **Kentucky.**

**Rockaway Pattern.** **Long Island.** **New Jersey.**

**BRONZED OR RED.**

Price Per dozen.....\$11.00 net cash.  
 Beveled Axes.....\$10.00 per dozen &c

Send a Sample ORDER.

**VAN WART, SON & CO.**

Hardware Commission Merchants,

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At each of these places a complete assortment of samples of Hardware and Fancy Goods will be found, including all new descriptions. Sole Agents for **John Rimmer & Son's Celebrated Harness** and other Needles.

Agents for **Seydel's "Ashantee" Pocket Hammock****OSCAR IRVING VAN WART & Co.,**

FORWARDING AGENTS.

2 South John Street, LIVERPOOL.

**JOHN MAXHEIMER,**

Patented,

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Manufacturer of

**JAPANNED and****PATENT EUREKA**

Bright Metal

**BIRD CAGES.**

Nos. 247 &amp; 249 Pearl Street

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**LE COUNT'S****Pat. Machinists' Tools.**

REDUCED PRICES.

Set Iron Dogs, 3/4 to 3 in.....\$ 5 6  
 " " " 3/4 to 4 in.....12 0  
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**Iron and Steel Clamps, Die Dogs, Clamp Dogs, Vise Clamps, Expanding Mandrels, &c.**  
 Send for latest Price Lists to

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Manufacturers of and Dealers in all descriptions of Moulders and Plasterers' Tools, and Dealers in General Hardware, Glided Copper Weather Vanes, CARTERS' PATENT CARRIAGE LIFTING JACK, &c

Moulders' and Plasterers' Tools.



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TABLE CUTLERY,  
Butcher, Painters' and Druggists' Knives

IN GREAT VARIETY

Extra Hard Rubber Handle Table Cutlery of our own Manufacture.

Fine Ivoride Handle Table Cutlery, very White and Durable.

Sample Office, 77 Chambers St., N. Y.

NORTHAMPTON CUTLERY CO.,

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## "ELECTRIC RAZORS."

Also Agents for the BENCALL RAZORS.

American Table Cutlery, Butcher Knives, &c.  
14 Warren Street, NEW YORK. 423 N. Fifth Street, ST. LOUIS, MO.TABLE KNIVES AND FORKS OF ALL KINDS,  
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And the "Patent Ivory" or Celluloid Knife. These Handles never get loose, are not affected by hot water, and are the most durable knives known. Always call for the Trade Mark "MERIDEN CUTLERY COMPANY" on the blade. Warranted and sold by all dealers in Cutlery, and by the MERIDEN CUTLERY CO., 49 Chambers Street, New York.

## THE MILLER BROTHERS CUTLERY CO.,

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## PATENT FINE PEN &amp; POCKET CUTLERY

WEST MERIDEN, CONN.

The only Knives made that are put together in such a manner that there is no strain on the covering or frail part of the knife. We warrant our knives equal in cutting qualities and workmanship to any made, and are acknowledged by English makers as the Best American Knife. We also make

## NICKEL &amp; SILVER PLATED POCKET KNIVES

which will not rust or become discolored when used as a Fruit Knife, and their cutting qualities are equal to any other knife. Orders filled from the factory, and in New York by Messrs. J. Clark Wilson & Co., No. 81 Beekman Street (who have a full stock of all patterns always on hand), and also by Messrs. G. B. Walbridge & Co., No. 99 Chambers Street.

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## HAMMER &amp; CO.,

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## MALLEABLE IRON:

Hammer's Adjustable Clamps.  
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For Sale by all the principal Hardware Dealers.

## Malleable Iron Castings

Of Superior Quality made to order.

ESTABLISHED 1852.

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## Table &amp; Pocket Cutlery,

WARRANTED TO BE MADE OF THE BEST MATERIAL.

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AMERICAN  
PEN AND POCKET KNIVES,

MANUFACTURED BY

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AARON BURKINSHAW, MASSACHUSETTS

My Blades are forged from the best Cast Steel, and warranted. To me was awarded the GOLD MEDAL of the Connecticut State Agricultural Society; also a Medal and Diploma from the Mass. Mechanics' Ass'n Sept., 1860.

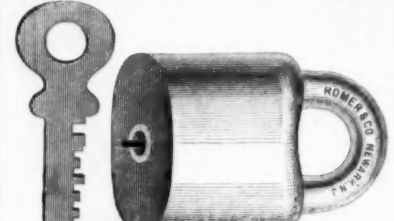
## KANN &amp; SONS MFG. CO.

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## TEA and TABLE SPOONS,

Caster Frames, Ladles, &amp;c.

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Established 1837. Manufacturers of Patent Scandinavian or Jail Locks. Brass Pad Locks for Railroads and Switches. Also, Patent Stationary R. R. Car Door Locks. Patent Piano and Sewing Machine Locks. 141 to 145 Railroad Avenue, NEWARK, N. J. Illustrated Catalogue sent on application.

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George Wostenholm &amp; Son,

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Celebrated I-XL Cutlery, Razors, &amp;c.

AGENT FOR

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Steel and File Manufacturers,

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Corporate Mark.

NOSPENCER  
ROTHERHAM

Granted 1777

## RICHARD A. TURNOR,

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Agent for

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Hardware &amp; Cutlery,

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JOSEPH ELLIOT &amp; SONS,

Manufacturers of Razors, Table Knives, &amp;c.,

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Joseph Rodgers &amp; Sons' (LIMITED)

CELEBRATED CUTLERY,

No. 82 Chambers Street, New York.

CHARLES PEACE, Jr., Agent.

The demand for Joseph Rodgers & Sons' productions having considerably increased, they have, in order to meet it, greatly extended their Manufacturing Premises and Steam works.

To distinguish Articles of Joseph Rodgers & Sons' Manufacture, please to see that they bear their Corporate Mark.

## ASLINE WARD,

101 and 103 Duane Street, N. Y.

REPRESENTING

GEO. WOSTENHOLM &amp; SON,

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R. HEINISCH'S SONS,

(Successors to R. HEINISCH)

Manufacturers of their

Patent

Tailors' Shears.

SCISSORS AND TRIMMERS.

301 Broadway, NEW YORK.

FURNESS, BANNISTER &amp; CO.

Manufacturers of

Fine Table CUTLERY.

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NEWARK, N. J.

The Sugar Maker's Friend.

More agents wanted to canvass for the sale of Post's Patent Galvanic Spout and Bucket Hanger. Samples, Circulars and Terms sent on receipt of 25c to pay postage. Address, C. C. Post, Manufacturer &amp; Patentee, Burlington, Vt.

Stretches the wire each way, is tightened with a common wrench, is self-fastening at each half turn of the spindle. Warranted for strength and durability. Sold at hardware stores generally. Byington &amp; Norbudd, sole manufacturers, Rochelle, Illinois.

Agents: Hubbard &amp; Spencer, Chicago; Excelsior Mfg. Co., St. Louis; John Nardo &amp; Co., Milwaukee; George Triton Deaver, Nelson &amp; Co., Burlington, Iowa.

## PHILADELPHIA CORRESPONDENCE

PHILADELPHIA, Aug. 23, 1875.

With the approach of September, cooler weather and the return of absentees from country resorts, comes the usual prognostication of an improvement in trade, which as yet, however, does not show itself in actualities. All the reports relative to the crops, which are coming in, show that we will have an abundant harvest, for which there will be a good market both at home and abroad. The coal trade shows more activity, as the monthly increase in prices induces consumers to lay in winter stocks.

The iron trade is so thoroughly reviewed elsewhere in your columns as to scarcely need allusion to here. The most reliable reports, however, indicate that the business in the West is materially better than with the Eastern mills and furnaces, and that stocks of raw irons there are reduced to a minimum. While all the published reports here indicate that the supply of pig iron in Eastern markets is quite equal to the demand, it appears to be currently believed that the announcement is correct that the Philadelphia and Reading Coal and Iron Company will furnish all the raw material in coal, ore and flux to the furnaces on the line of the Reading Railroad, which are out of blast, and take the product of pig metal. It is said that these furnaces will accept the proposition and go into blast; but if so, and the reports as currently quoted as to trade are correct, what is the company to do with the pig metal? The product will represent not only a very considerable quantity of pig metal, but a corresponding proportion of material. Thus the furnaces in the counties on the line of the company's road and branches may be roughly estimated as follows, viz.:

	No. of stacks	Average weekly product. Tons.
Berks county.....	30	2,333
Chester county.....	3	550
Lebanon county.....	10	1,000
Montgomery county.....	18	2,140
Schuylkill county.....	8	965
	59	6,988

These are all anthracite stacks, and exclusive of at least two new ones building, if not more. In round numbers this product would represent, say, 7000 tons weekly, or 28,000 tons a month. To supply these furnaces with material will require—providing it is done by the Coal and Iron Company at two tons of coal, two tons of ore, and one-half ton of limestone to the ton of iron—14,000 tons of coal, 14,000 tons of ore, and 3500 tons of limestone weekly, or 56,000 tons of coal, 56,000 tons of ore and 14,000 tons of limestone monthly. The value of the coal at \$3 would be \$168,000, of the ore, which, as it is reckoned as a 50 per cent. ore, cannot be under \$5, including freight \$280,000, and of the limestone at \$1, including freight \$14,000, or for the raw material alone \$462,000 per month, which, with \$3 per ton for labor, \$1 for interest on plant, &c., would give a total net cost at these figures of \$574,000, or \$25 per ton cost for the iron; to which add furnace owners' profit, which must be something, and cost to company of transporting product to market and selling same, and with present prices current, it is difficult to see where any money is to be made by the Coal and Iron Company out of the operation. True, the cost of ore may be slightly reduced, but not materially, and with that of coal includes some profit to the company, but these will be quite overbalanced by freight to market, cost of handling and interest. The furnace owner can have but a small profit, as the cost of manufacture comes so closely to quotable prices, and even reducing it \$5 per ton would not leave any inducement, we should think, for both parties to engage in this attempt to make a market for coal. Moreover, it is questionable whether the Coal and Iron Company could furnish at once 60,000 tons of 50 per cent. ore monthly from any supplies they have opened, and certainly not to stock furnaces for the winter months after close of navigation, except at greater cost. To a practical view the plan seems visionary, but the Coal and Iron Company can generally carry out their undertakings, and if the furnace owners accede to the proposition, some one will see prices of pig metal at the mercy of this corporation, so far as our Eastern cities are concerned. A material change in the demand with an advance in price could alone make this a paying enterprise, and it is to be presumed that the president of the company is too good a business man to engage in a losing operation in iron, even to make a market for his coal and way freights for his line of railroad.

The tremendous peach crop which is now glutting the market has created an effort to transport the fruit in refrigerators on the steamers of the American Line, from this city to Liverpool. The first shipment goes by the Ohio, on Thursday, 26th inst. The preservation of the fruit is proposed by forcing air by fans over a mass of ice, so as to keep the temperature at 35° to 38°. No outside air being admitted, the same air is passed quickly through the fruit without moisture, and with less consumption of ice than in any other process. The pases from the fruit are drawn to the ice, and thus the fruit can, it is said, be kept for weeks in the best possible condition. The shortness of the fruit season would seem to be the only drawback to a large trade in this line.

The wonderful growth of Philadelphia in dwelling houses has lately attracted great attention, and from the publication of statistics on this point it appears that during the last twelve years a house has been erected for every working hour of that period. The total number of buildings in this city is over 150,000, of which 130,000 are single private dwellings. Comparisons show that New York has 60,000 less, while we have 100,000 more dwellings than Cincinnati; 94,000 more than Boston; 83,000 more than Baltimore; 84,000 more than St. Louis; 79,000 more than Chicago; 78,000 more than Brooklyn, and have built more during the last ten years than some of the prominent cities contain altogether. In 1863 the total number of dwellings built was 3465, and in 1874, 3310, or a total for the period of 42,033. Since January, 1875, nearly 3000 additional dwellings have been built, while all this increase is exclusive of the great number of stores, factories, school and public buildings, of which there were 60,000 erected in the twelve years enumerated. Verily this city bids fair to surpass in magnitude any other on the Continent.

An especially fine work of art in bronze has just been received from Munich by the Fairmount Park Art Association. This is a group of animal figures entitled the "Dying Lioness," and duplicated from a group owned by the Emperor of Germany. It was cast by Von Muller, of Munich, who exhibited it at the Art Union of that city where it received the highest commendation. So great is the size and weight that no freight car could hold it, and it was transported to Antwerp in a special open car, and shipped thence on the Nederland to this port.

The new clipper ship Centennial cleared from this port for San Francisco last week with a cargo valued at over \$100,000, and will be followed by another first class ship with a steady demand for a regular line. Iron ship building continues active. The large iron steamer John W. Thompson, launched lately at Wood, Dialogue & Co.'s yard, at Kaighn's Point, will shortly be ready for service. Another large iron steamer, to be called the North America, will be launched in a few weeks, while work is busy on several new tugs, ferry boats, etc.

Chester is rapidly extending its list of manufactures, among which is a new works of great size called the Eddystone Print Works, the grounds of which comprise 500 acres on the River Front. This concern has erected within a year 8 mills, 50 dwelling houses, a dock 1300 feet long and 90 wide, etc. But a portion of the works is running, employing 300 hands, and turning out 45,000 yards of prints daily. A large industrial population is centering at Chester; the new rolling mill is completed, and a blast furnace projected, all promising solid prosperity.

## Our Latest Type of Ocean Architecture.

A year or more since it became a subject of anxious inquiry among the commercial journals of New York what should be done with the immense fleet of large schooners, all new and staunch, built since the war and supposed to have been intended chiefly for the coasting trade, which is a domestic monopoly, but grown too vast for that business, and gradually superseded in it by the multitude of steamers and the enormous competition of the railroads. As these schooners ranged from 300 tons to 1000, the inquiry seemed to us a natural one, as we could see the accumulation in our own port, and knew it must be great at the North and East. We then said that as these schooners made the voyage to the Canadian provinces, the West Indies, the Bahamas and the Spanish Main, we could see no good reason why they should not cross the Atlantic, as the vessels in which were made the early discoveries in the New World were very insignificant craft. On inquiry at that time in commercial quarters we were informed that the schooners were to some extent engaged in the European trade.

Since then the change has increased gradually, until at the present day we are able to claim that the three-masted schooner is the new type of American sea going enterprise. These vessels are all new, well built, and good sailers, and much better fitted to carry an ocean cargo than the 2654 old British hulks denounced formally by Mr. Pillsoll in his written protest in the House of Commons. The amount of canvas carried by the larger class of these noble schooners would seem dangerous with such a rig at sea, but the size of the vessels and the weight of the cargo justifies the risk, and though a square-rigged clipper ship under full sail is a noble sight, we doubt whether it is any safer than the larger class of terns, the latest build being specially adapted for sea-going. To Philadelphia, where there are some 3000 vessels owned, this is a very important question, as a majority of them are schooners, and the larger class of them increases constantly. Let them be fully established in the ocean traffic to and from this port, and the shipment of grain, petroleum and other domestic products will pass from the old foreign hulks that swarm in all the northern ports, to a newer, better and more seaworthy as well as a faster class of vessels.

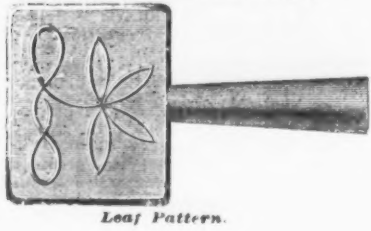
In that event, which we do not now regard as at all problematical, we should hasten the transfer of the coasting trade to steamers and canal boats and railroads, because we should have ample employment for the great fleet of large three-masted schooners crowding all the leading Northern ports. The prejudices of the old salts are, of course, all in favor of square rigged craft for ocean service. But the schooner rig was adopted on the steamships of the American line, and on most of the coasting steamships also, and the tonnage of a first class tern taken in connection with her staunch build, newness, and the splendid spread of canvas she carries, would make the heart of a sailor dance as he sees her outstripping many an old square rigged bulk. That our readers may fully recognize the importance of the change, we may state that we have traced these terns to the ports of England, France, Italy, South America, the West Indies, the Bahamas, the Spanish Main, the Gulf and the Canadian maritime provinces. It is thus clear that they have made the sweep of almost the whole North Atlantic and part of the South Atlantic. We are not certain of their being in the Pacific trade, though we think they have rounded both the southern continents, and it is a matter of easy calculation that if they become established firmly in the petroleum trade they will go everywhere.

We do not undertake to decide as to the sailing qualities and seagoing capacity of square rigged and schooner rigged vessels. We speak only of facts that we have watched and gathered up, as showing the drift of the commercial current. Such a dismal chorus has gone up for ten or twelve years past over the decline of our ocean marine that we deem it our duty to encourage any and every effort at recuperation, whether the tonnage be of iron or wood, steam or sail, large or small, schooner or square rigged. The important point is that our flag shall be restored to its former place and prestige. We should be glad and proud to see once again the noble fleet of American square rigged clipper ships skimming every sea and outstripping all rivals in their speed. But in their absence many branches of trade have been lost to us and have been transferred to foreign hulls, and the everlasting creak about the cheapness of English and continental ships and the dearthness of our own operates as a constant and heavy drag upon the building and employment of a new clipper fleet. The terns we have in almost unlimited numbers, and no ship that ever floated can be more of a clipper than most of these magnificent schooners. We do not know how their sea voyages will average in point of safety as compared with steamers and square rigged vessels, but we imagine that they must stand pretty well with the underwriters or they would not multiply so fast. The coal and sugar trades were the basis upon which the fleet built up its prestige, but it has now passed beyond those lines and is rising in the favor of the mercantile service as the latest type of American naval architecture. If these terns succeed in making their way into the ocean traffic permanently, the American tonnage will again challenge the magnitude of the English.—*Phila. North American.*

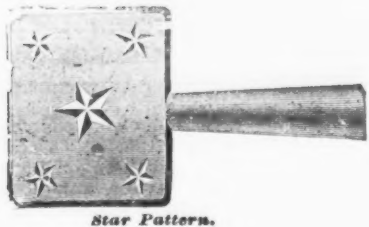


# H. D. SMITH & CO., PLANTSVILLE, CONN.

Patent Embossed Steps.



Leaf Pattern.



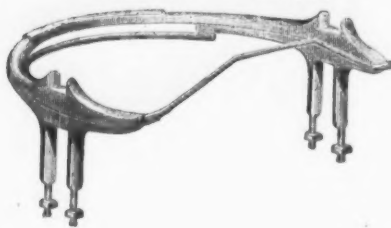
Star Pattern.

King Bolt Yokes.



Established 1850.

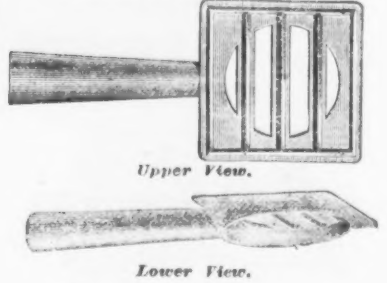
No. 6 Fifth Wheels.



1871 Pattern Shaft Couplings.



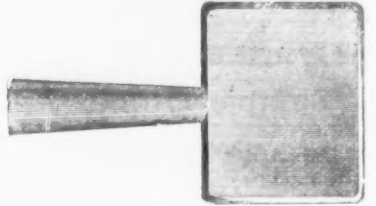
Patent Cross Bar Steps.



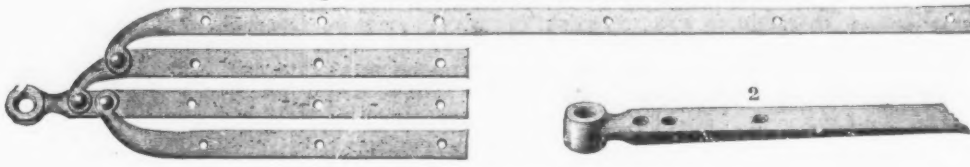
Upper View.

Lower View.

Solid Plain Pattern Steps.



Smith's Improved Philadelphia Pattern Slat Irons.



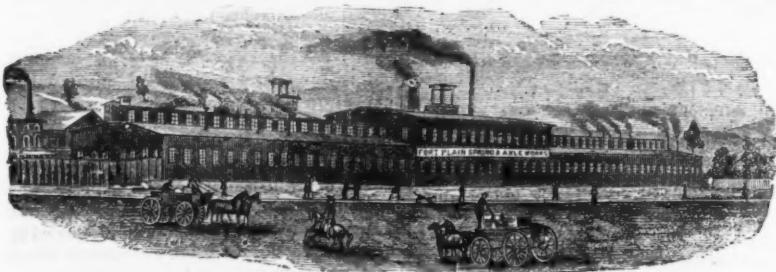
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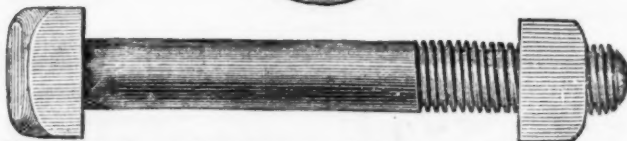
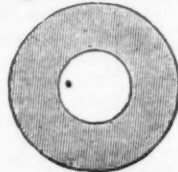
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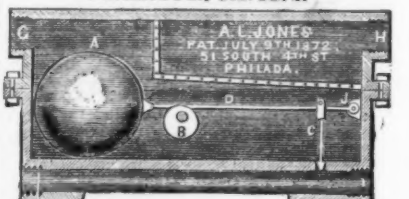
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# The Iron Age.

New York, Thursday, August 26, 1875.

DAVID WILLIAMS - Publisher and Proprietor.  
JAMES C. BAYLES - Editor.  
JOHN S. KING - Business Manager.

New York, January 2, 1875.

Until the 1st instant the postage on newspapers was paid by subscribers at the office where the paper was received, the yearly rates on the different editions of *The Iron Age* being as follows: Weekly, 40 cents; Semi-Monthly, 40 cents; Monthly, 24 cents. Under the provisions of the new postal law, which went into effect on the 1st instant, prepayment at the office of mailing is required, at the rate of two cents per pound for the Weekly, and three cents per pound for the Semi-Monthly and Monthly, which will make the postage as follows on the different editions: Weekly, 50 cents; Semi-Monthly, 30 cents; Monthly, 15 cents.

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Prussia.....	6.12	3.06	1.53
Buenos Ayres.....	8.16	4.08	2.04
Pern.....	6.00	3.00	1.50
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Sweden.....	6.00	3.00	1.50
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## Iron Ships.

The public interest in the better protection of life and property at sea, growing out of Mr. Plimsoll's efforts to secure the enactment of a code of laws for the government of British ship owners, promises to bear valuable fruit in raising the standard of quality in British ships. During the past few years there has been a noticeable decline in the quality of both materials used in and the workmanship upon ships built in British waters. Cheapness has been a prime consideration, and the competition between builders on the one hand and shippers on the other has led to the construction of ships that were very cheap as regards price, but utterly unseaworthy as regards quality. This is admitted by the best authorities on naval construction, and the language publicly employed by members of the British Institute of Architects in condemning the practices of the shipwrights is far more severe than any foreign critic would dare to use. For example, at a meeting of the Institute about two years ago, Mr. Rundell said: "If I am informed rightly, the iron at present used for ship building is really 'getting by degrees worse and worse.' 'Why it is I do not know, and it would not be fair, perhaps, to ask a ship builder any question on that subject, because it is one in which he is only interested in a secondary manner. It has been my fortune for many years to see not only new ships which have been built, but wrecked vessels, and I have seen some wrecked iron vessels that you would fancy were built of glass instead of iron. They were broken in such a manner that they more resembled plates of glass than plates of iron. Perhaps in a ship at sea it does not matter very much whether she is built of this very good iron, or very inferior iron, and you say, if she gets on shore she has no business there. She was not built to be in shore but to be at sea, and as long as she is at sea it is very little consequence whether she has the cheap and brittle iron, or the expensive and more malleable material that was at first used. Of course, this would lead to distinctions between boiler plates and boat plates of different qualities. These qualities, as I said before, are generally deteriorated." In the discussion which followed other members said substantially the same thing. One member, Mr. Luke said: "I quite understand what Mr. Rundell means by 'glass plates. I have seen plates which, if you let them fall, would break like glass. Superior iron plates, when fractured, star like bad and brittle armor plates when fired at. With reference to the quality of the iron, it can be made now quite as good as it was previously. We are getting iron at the Admiralty as good as it was ever made, and perhaps better. Iron can be made now for merchant ships just as good as it was when the Richard Cobden was built, if the price is paid for it. It is simply a question of price. There is so much competition now in the mercantile shipping world, that a ship builder can scarcely live if he is obliged to put in the iron which he knows, in his own conscience, should be put into a ship. The ship owner goes to the cheapest market, and then depends upon insurance. If the ship is lost the insurance will pay him for it." It may be assumed that, with such materials, good workmanship is impossible in any case. But it may be questioned whether the average British ship builder has not yet a great deal to learn about the proper methods of ship construction, even with good materials to work with. There is probably no country of the world where, as a science, naval architecture is better understood, and probably no country in which it is practiced with less regard to the condition of safety. From the appearance of most of the British ships we have seen, especially those built during the past six or eight years, we should say that the question of cheapness was the only one that had any weight with either builders or owners. As a consequence, old iron ships are very undesirable property. When strained, weakened by corrosion, or superseded in style by newer and better models with improved engines, they are unprofitable possessions, and must be disposed of on the best terms possible. The usual method is to "sell them to the underwriters" in the manner described in the following paragraph, which we take from *The Engineer*:

It was a wholly unlooked-for result of the introduction of iron shipbuilding, that a worn-out ship should prove really worth nothing. A timber-built ship, at the worst, would generally pay for breaking up for the sake of the still usable materials of her hull; but not so an iron ship. When no longer profitable to repair, the cost of breaking up and remanufacturing the iron of the hull is more than the iron is worth. There is but one profitable way to dispose of her. Vamp her up as having undergone a "thorough repair," send her to sea heavily insured, and let her go to the bottom as quietly, and with as little loss of life, it may be, as circumstances will permit; but to let her be insured and sunk is the only way to realize anything out of her.

The outrageous "scampering" practiced by British shipbuilders and ship owners, of which we have given some examples in the above extracts, have tended to bring iron ships into dispute. When the iron shipbuilding industry was making its most rapid progress, a few years ago, the demand for wooden ships practically ceased, and the industry of building them was almost destroyed. Some of these early iron ships had famous records. One of them—the Great Britain, built by Sir I. K. Brunell—lay pounding on the Irish coast for six months, exposed to the surf of the Atlantic almost without protection, and after passing through an ordeal to which few vessels were ever subjected, she came off in the spring following her stranding, with no injury to the hull which could not be

repaired without heavy expense. Her engines were most damaged, but had she been a sailing vessel, it is probable that she would not have been able to sail to the nearest shipyard for repairs. We know of another iron ship—a sailing vessel—which pounded on a coral reef in the Indian Ocean for several days, but was finally floated off, and continued her voyage to England. When dry-docked for repairs, it was found that she had sustained no further damage than the bending of some of her bottom plates, which were taken out, rerolled and replaced. Other cases might be mentioned showing the extraordinary strength of the earlier iron ships; but the steady deterioration in the quality of the materials and workmanship, resulting in the production of vessels so bad that they might be said to be of cinder iron, tended to revive wooden shipbuilding. Wooden ships have acquired a new value, and are regarded by shippers with something of the favor of former years. Were there no difference in cost, wooden ships would now generally be preferred to iron by both owners and shippers.

If the character of iron bottoms is ever to be restored to what it was in the days when ship plates were made of boiler iron, the ship builders of this country must do it. We are just now in a position to profit to the fullest extent by the disrepute into which British ship builders have fallen. We cannot—and, more than that, we do not want to—build iron ships as cheap as they can be built in British waters, provided in doing so we have to build them of British quality; but we can and do build them a great deal better, and if we continue to do so we shall build ships for the world before many years. The heavy losses of the marine underwriters will presently cure the evil which makes the owning of such ships profitable, and when the insurance companies refuse all extra hazardous risks, and write on nothing in the shape of a vessel which does not bear the test of rigid and intelligent inspection, ship owners will have to go where they can get the best ships, instead of the cheapest. The quality of American iron is peculiarly adapted to ship construction. It is tough, ductile and strong, having an average tensile strength of 50,000 to 65,000 pounds to the square inch, as compared with the British average standard of 48,000 to 51,000 pounds.

In the building of marine engines we are somewhat behind British engineers, but we are every day learning from British experience; and some of the engines, simple and compound, lately built in this country, have received high commendation from English sources. Our engineers are eminently conservative, and while they do not venture the costly experiments and experience the costly failures which characterize English engineering practice, they quickly profit by anything learned abroad, and have made not a few valuable contributions to progress in this direction. Our shipbuilders are making a substantial reputation for good work, and, if they value this more than large profit, and will continue building good ships at fair prices, it will not take them many years to build up a substantial competition with the shipwrights of Great Britain. The day of "cheap iron ships" is nearly over, and the reaction which has already begun in England will ultimately create a demand for better iron ships than can be had of English builders at a price which would give them any advantage over American builders in competing for foreign orders.

## Taste in Industrial Art.

One of the demands of the age is for useful articles which are also beautiful. It is no longer possible to dispose of works like those of the last generation, which on the score of utility were good enough, but were at the same time frightfully ugly. Even the ornamentation seemed a hideous nightmare. To-day the best taste seeks an article perfectly adapted in form and construction to the material and the use, and then appropriately ornamented. Beauty is becoming an important element of commercial valuation. Several lines of goods are to-day monopolized by England and France because they have the workmen who can produce work not only good but beautiful. Decoration has an important part to play in the processes of manufacture, and each year it becomes greater. People ask for artistic work, and where it is to be found are ready to pay for it; and the value is in proportion to the beauty of design and general art value. This fact being generally recognized in this country, the manufacturers are constantly attempting to make goods "attractive," as they term it, by which they generally mean the addition of ornamentation either to the article or the package. Too frequently the practical man, understanding his trade and its details perfectly, and thinking that the goods must be improved in appearance, undertakes to make ornamental designs. Self-

confidence carries him through, together with the advice of some friend and a talk with the local artist. The effort is good, commendable, but, except in the rarest cases, is a failure. The man is, of course, disappointed; the work does not sell as much better when ornamented as was expected, and in many cases the manufacturer sorrowfully returns to a plain style, saying that art does not pay in his line of business. The manufacturer began in good faith to improve his goods, and he brought to bear upon their art aspect the same kind of talent by which he had succeeded in inventing, trusting with Yankee assurance that his inventive ability and business tact would be as successful in the one case as the other. Naturally, he fails, but does not understand why. The trouble is, true art is no more to be comprehended by a few weeks of study and an application of one's ingenuity, than is the national literature of a country to whose language one is a stranger. Even "taste" in art is not a thing that is born in a man. Art education is needed to enable our manufacturers to compete with those of other nations. Third rate artisans from Europe come over here, and by reason of a slight art training obtained in the schools, are able to step into the designing departments of our shops, and practically take control of them. Even in what we boast of as art work in the matter of silver and gold, the American manufacturer too often goes abroad for his ideas. Surely, with unrivaled skill of hand, we are to expect good things in such a case; but here again comes in the lack of art education. Our workmen, incapable of originating a good thing, are also incapable of knowing or recognizing the best art when they see it, and so our good workmen copy inferior things from abroad when the best are equally accessible. England recognized the need of art instruction as long ago as 1851, and set herself about the work of giving her manufacturers workmen who understood art. In this country the same thing is needed to a much greater degree than it was in England, for at that time she had but two rivals, while we to-day must fight against three, at least, who are twenty years or more in advance of us in artistic development. Some of our large cities are making advances in the right direction. Boston has an industrial art school; so has New York; but we fear that in this city it is more artistic than industrial, and the practical side is put too much in the background. Cincinnati has an industrial school whose influence is manifested in a variety of ways. Her manufacturers are decidedly benefited by it. Milwaukee, also, has an industrial art school, and from the report of the citizens' committee, which is before us, we judge that the results are of the most satisfactory character. We cannot refrain from quoting one or two passages, which put in a very clear manner the chief advantages to be obtained from these schools:

"The introduction of industrial drawing into England was the result of an effort to improve the character of English manufactures as compared with those of surrounding nations. The manufacturers of New England were actuated by a similar motive. If the movement were confined to our own section alone, it would be too sanguine to expect from it any extraordinary results. But, beginning in Massachusetts, it is spreading throughout the country, and Milwaukee is but keeping pace with other localities. The skill which is now being acquired must be felt in a few years very sensibly. It will be felt in our iron works, boiler and machine shops, and factories of every kind. It will show in the fronts of our buildings, and in all the furniture and utensils with which they are provided.

There are scarcely any objects manufactured in the United States free from some trace of ornament, but almost all of them are admitted to be homely. It is present on stoves and crockery, on door bells and door mats, on walking sticks, pen holders and thimbles. It is ugly because beautiful combinations cannot be hit upon at random, and most of this is designed without knowledge. It is expensive also, because there are few persons who can make even these abortive attempts at design. Every architect knows that contractors add something to their estimates for any design that is at all out of the common, although the actual amount of work upon it may be less than upon the stereotyped patterns. A slavery to common place routine is thus enforced. Increased ability to design and to understand design will make beautiful forms as common, as ugly ones now are. No detail of the ordinary surroundings of life is too humble for the manifestation of industrial art. It is essentially the poor man's art, since it aims, by beautifying common objects, to bring within his reach a range of pleasures which have been hitherto reserved for the wealthy.

In conclusion the committee give the following resume of the objects to be attained by industrial art:

"The objects sought to be obtained by industrial art cannot justly be thought of little account, even in comparison with what are admitted to be the important interests of life. If it can be made possible to derive actual pleasure, instead of a sentiment of indifferent toleration from contemplation of the wall-paper and carpet, the chairs, sofas and foot-stools of one's apartment, from the bedstead on which he sleeps, the table at which he dines, the form and ornament of his plate, his cup, his knife, fork and spoon—silver or pewter as the case may be, for there is little or no necessary connection between beauty of design and rich material—again from office desks and counters, book-rack, safe, ink stands and gas fixtures, would not the sum of this reduplication of impressions surpass almost any and every other interest. The objection offered by certain persons that they have lived well enough without such fantastic refinements, and do not see the need of them, is as illogical as it is ungracious. Such is

the rate of transition and progress in American life that one improvement is constantly treading upon the heels of another. That certain things have not been had in the past can never be an argument for maintaining that they will not be needed in the future, until it is settled that universal perfection has been arrived at, and this we think the most self-satisfied among us are still very far from asserting."

While the last remark is true, we must not look upon America as the sole market in which we are to dispose of our goods. In a comparatively short time American manufacturers must enter foreign markets and come into competition with foreign manufacturers, if they would thrive. Of home manufactures we have no fears when the simple matter of utility is to be considered. In that they will be without rivals, but foreign goods will be incomparably ahead of them the moment that decoration is attempted. Further on in the report we have the following:

It may be asked how, if the results briefly indicated above be admitted to be desirable, the teaching of drawing in the public schools is to secure them. It will do so by the education of the artistic sense of the community. As in the study of literary composition the scholar is taught to appreciate beautiful figures of speech or a simple and pure style of expression as contrasted with a bombastic one, so that in his future range of reading he is prepared to admire the one and discountenance the other, so in the study of art he learns the virtues and vices that may be manifested in straight lines and curves, light and shade and colors. And just as although he may never be called upon to write or compose to any extent himself, he will appreciate in other writers the characteristics which he knows to be good, and thus aid in making them prevail; so although he may never have to design either houses or furniture or frescoes, when he comes to need them or when his critical opinion is desired he will commend such as are good and repudiate those which are without merit. It is necessary to furnish an audience as well as performers, and the more critical and accomplished it is, the better the style of work which will be insured.

The gist of all this is that, as a nation, we must study drawing. Instruction in drawing is elementary art instruction, and this we must have. The subject is one that has a great practical interest for our readers, and while we do not now give it that exact practical application that it admits of, we hope to do so in the future, and point out its bearing in connection with sheet metal work, ornamental and light founding, plated work, and many other branches especially dependent upon decorative talent for their success.

During the past few years Belgium has taken a very prominent place among the iron producing countries of the world. Her manufacturers, ambitious of the profits and honors of a large foreign trade—to which the ironmasters of this country are still somewhat indifferent—have pushed their way into the English market and taken a great deal of business away from the British ironmasters. They are now sending their agents into Germany, and thus far their efforts to get German orders have been attended with considerable success. High wages have paralyzed the German iron trade as well as the English, and the German ironmasters are now talking of importing French workmen and buying French iron to be worked up in their mills and foundries. French agents are also underbidding the German manufacturers in their own markets, and, as the result of the French and Belgian competition, the market is well supplied below the prices at which iron can be manufactured at home. Fortunately, our own market is now practically free from foreign competition, as regards iron and the heavier articles made from it. Were it otherwise, we should be better able than now to sympathize with the English and German ironmasters, whose complaints are just now very loud.

## The War Demand for Copper in Europe.

The adoption of "phosphor bronze," on the Continent, for the casting of field pieces, in the place of steel cannon, promises to constitute quite an item in the consumption of copper, which is the main component part of this alloy. But the transformation of the artillery of modern Europe is a gigantic task; it requires years and necessitates a heavy outlay. Although the Austrians were the inventors of the new composition, and first practically introduced the phosphor-bronze gun about a year ago, they have been slow in substituting the same for the steel. They did not feel themselves prompted by a pressing necessity, such as we witness in Germany, where the large indemnity of a thousand million dollars has been pretty much absorbed by military expenditure within the short space of four years, merely to be prepared for the next great clash of arms. Nor did they feel impelled to display the energy which rules the action of the war authorities in France, whose reorganization of the army will enable them to place into the field, fully equipped, 2,500,000 men two years hence.

Copper is also required for cartridges, and for the innumerable articles made of brass which adorn the accoutrements of the European soldier, and the amounts thus withdrawn from the ordinary industrial uses, and permanently locked up,



are much greater than we are inclined to think at the first glance. A year ago, when Germany and France bought extensively for these purposes, the important bearing of these increased requirements became strikingly evident. General trade in metals was as dull as could be, especially in copper, yet in spite of liberal arrivals from the West Coast and from here, the stock on hand in England and France declined from 27,762 tons on the first of August to 20,572 tons on the 1st of December. Four months sufficed to raise the value of Chili bars from £76 to £87, an advance of thirteen per cent.

Since then there seems to have been a lull in the trade for army purposes, and as trade was not brisk, the deliveries during the first seven months of the current year were but 36,629 tons, against 38,678 in 1874. During the first week of August, however, the French government bought some 3000 tons of Australian copper. Since then the London market has improved from £79 for Chili bars to £83, an advance of nearly 5 per cent.

STOCKS OF COPPER IN ENGLAND AND FRANCE.		
1874.	Price.	Stock on hand.
August 1.....	£76 00	Tons 27,762
September 1.....	78 00	26,852
October 1.....	81 00	24,035
November 1.....	84 00	21,957
December 1.....	87 00	20,572
1875.		
January 1.....	83 00	20,668
February 1.....	83 00	21,008
March 1.....	82 00	20,990
April 1.....	80 00	23,365
May 1.....	83 00	23,514
June 1.....	83 00	23,530
July 1.....	82 00	23,784
August 1.....	83 00	22,598

The foregoing shows that, notwithstanding the liberal shipments from Chili of 24,763 tons from January 1 to July 17, against 22,115 in 1874, stocks have at no time during the twelve months under review returned to the figure of a year ago.

Purchases for German and French government account may now fall off, but Austria being backward, and other military countries likely to come in for a share, it is probable that the extra demand will be kept up. Although the amounts thus withdrawn may not equal in extent the previous takings to supply more important and urgent requirements, they will constitute an item which we must not lose sight of, if we desire to judge correctly the influences at work in the European and American copper markets.

Speculative purchases for a rise of copper, on the spot and afloat, which were formerly frequent in London, have been conducted of late on a very small scale, owing to a general distrust occasioned by recent failures in the metal trades. The war demand has, therefore, become an element all the more important, and has, in fact, proved the only one which could have prevented copper on the other side from declining to where it stood a year ago, despite the reduced stock.

Although these influences may not operate on our own market for the time being, they cannot fail to strengthen the metal. It is now clearly perceptible that the nature of European requirements will at all times insure a ready market for any copper we may have to spare.

There seems to be in London just now a decided distrust of all speculative American investments, and, with the exception of government bonds, American securities are not popular. We are not surprised at this. England has furnished the capital to float all manner of wild cat schemes; and while many legitimate enterprises have gone begging, there has been little difficulty in selling worthless stock, and borrowing money on mortgages of companies with no prospect of paying interest, when specious adventures have undertaken the task of negotiating them. As a consequence, there is a great amount of American securities held in Great Britain which might be had very cheap, and just now investors are inclined to give preference to the claims of French schemes of all kinds. France is now passing through an era of rapid progress very similar to that through which our country passed during the ten years succeeding the war, and with every prospect of ending as ours did. It is not probable that English capitalists will be as easily plucked by swindlers as formerly, but we think it likely that a good deal of English capital will seek legitimate investment in valuable property or well conducted undertakings on this side of the Atlantic. Mr. Bell's report upon the coal and iron resources of the United States will strengthen the confidence of those who hold coal and iron lands in this country, and the capitalists who will visit the Centennial will undoubtedly travel more or less over the Continent, thereby acquiring larger and more correct views of this country, and discovering many opportunities of investment safe and profitable enough to satisfy the most conservative. We are sorry for those who have been beguiled into making "permanent investments" in worthless American securities, which could not have been sold at home for 10 cents on the dollar; but we assure

our English friends that there are almost unlimited opportunities for safe and profitable ventures in this country, and we think they will reach the same conclusion if they will come here and see what we are doing.

The Springfield Republican says: Evidently the State has not heard the last of the "demoralized rock," which, in the earlier days of the Hoosac tunnel, proved such a fatal obstacle to the penetration of the west side of the mountain, and which has been urged as a serious obstacle against the present operation of the bore. About six hundred yards, or twelve hundred tons, of this rock fell from the roof of the tunnel, near section 10,003, at 10 o'clock Friday night. The rock was dry and soft, and supported by heavy timbers, put in by Walter Shanly; and if the fall was not directly occasioned, it was undoubtedly hastened by excavations made, about three weeks ago, preparatory to the arching. There is now, to mark the fall, an ugly, jagged hole remaining fifty-three feet above the track, and fifty feet long by thirty wide. The concussion was fearful; the miners say it seemed as if the old mountain itself was crumbling upon their heads. Dinner pails and mining implements were crushed to atoms, but happily no person was injured. The track was covered to a height of fifteen feet and all the men that could be used have since been at work, day and night, removing the rock, so that the track is cleared; freight trains came through last night, and passenger cars will be running to-day. The rock in the immediate vicinity of the break appears to be firm; yet this portion of the tunnel has long been considered the most dangerous. No blame can be attached to those in charge, as the rock was apparently properly supported, and the defect seems to have been in the rock, and not in the way it was sustained. Measures will immediately be taken to support any other demoralized rock, if any be discovered. The miners and foreman, meantime, seem to have little fear of another fall.

#### A Chemical Study of the Puddling Process.

Dr. Julius Kollmann, of Oberhausen, has been carefully studying the slags and samples of iron taken at different stages of the process from a furnace in Upper Schlessia, working on granular iron.

During the night shift preceding the testing, six charges were made, and in the morning two more charges of the gray cast iron, without the addition of any turnings or smelted iron, so that the slag alone would have the constitution corresponding to the working of the iron to be tested. The experimental charge was made near the middle of the day shift, because at that time the furnace was running at its normal rate. The material introduced was a light gray, fine grained and tolerably homogeneous cast iron, which was blown from brown hematite, with one half coke and one-half raw coal. The details of the sample charge and the furnace employed are described in full in Kollmann's dissertation. The product was a coarse grained iron for wire. The loss of iron in puddling could not be determined with accuracy from the test charge, on account of the samples taken out. As calculated from the preceding and following charges it was 18.4 per cent, so that one must put in 122½ lbs. of cast iron to obtain 100 lbs. of wire when finished, and with a rebating furnace, 130 lbs.

#### EXAMINATION OF THE SLAG.

It is very essential that both oxides of iron, the protoxide, FeO, and the sesquioxide, Fe<sub>2</sub>O<sub>3</sub>, should be present in the puddle slag, because the carbon of the cast iron reduces the latter to the former. It can be proved that the slag contains protoxide of iron, because when finely pulverized and heated in the air, it gains in weight from the oxidation of protoxide and sesquioxide. This oxidation of protoxide of iron will, of course, take place in the heat of the puddling furnace when air enters, and in this way the slag, which is the oxygen carrier, becomes better adapted to burn out the carbon from the cast iron. In consequence of the continual oxidation of the carbon, the relative quantity of the two oxides of iron in the slag must change in the course of the puddling. It is especially important to test the slag for sesquioxide of iron, because the whole process of the oxidation of the carbon in cast iron depends entirely on the presence of sesquioxide of iron.

The puddle slag contains some metallic iron, as may be seen on pulverizing some of it in a mortar, when the little spangles of iron can be distinctly recognized by the metallic lustre, and may be picked out. The admixture of metallic iron, especially after picking out the larger grains, is so small that, in calculating the analysis, it may reasonably be neglected. The author found that, on treating the finely pulverized slag with a solution of blue vitriol, which dissolves the iron while precipitating the copper, that one specimen called No. 1 contained 0.659 per cent. of metallic iron, and No. 2 contained 0.185 per cent.

The samples of slag were taken from the furnace by the aid of an iron spoon covered with lime and fastened to a long handle. The following samples were taken:

- I. Sample of slag taken at 10:43 a. m. from the hearth, after thorough stirring and after the last bloom from the previous charge was taken out.
- II. Sample of slag taken at 11:17, when the pig iron was all melted.
- III. Sample of slag above the metal, taken at 11:27.
- IV. Sample of slag taken at 11:35.
- V. Sample of slag taken at 11:38.
- VI. Sample of slag taken at 11:46, at the beginning of the conversion.
- VII. Sample of slag at 12:14 p. m., before the last conversion.

VIII. Sample of slag at 12:20, from the hearth at the beginning of making the bloom.

IX. Sample of slag from the last bloom while under the steam hammer, at 12:38.

X. Sample of slag taken at 12:42, five minutes after taking out the last bloom.

Beside these there were also taken No. 1, a sample of the cinder or flux thrown in after smelting (charge, 40 lbs.), and No. 2, sample of cold flux or hammer slag from the rolls, for the purpose of rendering the refining easier (charge, 100 lbs.).

The slag which was to be analyzed quantitatively was first pulverized in a steel mortar and then finely ground in an agate mortar, and the little spangles of metallic iron were picked out. A weighed quantity of the powder was treated with hydrochloric acid which completely decomposed it, and the mass became gelatinous. The analysis was then conducted according to the usual known methods, which are described in the author's dissertation. The determination of alkalies was omitted, as they are of little value in discussing the puddling process, as also are lime and alumina, for they are only present in very small quantities and come from the lining of the furnace.

The analysis showed that the different samples of the slag had the composition shown in the following table:

Number of Slag.	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.
Silica SiO <sub>2</sub> .....	15.33	17.13	20.20	20.37	19.95	21.91	19.45	16.29	17.30	20.20
Protoxide of iron FeO.....	32.18	30.06	34.61	32.43	31.66	46.76	48.04	51.02	51.32	47.16
Sesquioxide of iron Fe <sub>2</sub> O <sub>3</sub> .....	22.31	22.91	19.81	17.72	19.04	11.45	12.36	13.48	10.82	17.34
Oxide of manganese MnO.....	6.55	9.38	12.38	12.31	10.10	11.69	12.87	14.40	9.46	14.63
Alumina Al <sub>2</sub> O <sub>3</sub> .....	0.33	0.35	0.41	0.49	0.30	0.27	0.30	0.34	0.38	0.42
Lime CaO.....	0.70	0.70	0.80	0.83	0.51	0.50	0.43	0.62	0.61	0.58
Phosphoric acid H <sub>3</sub> PO <sub>4</sub> .....	0.30	0.40	0.30	0.22	0.19	0.10	0.10	0.17	0.18	0.10
Sulphuric acid H <sub>2</sub> SO <sub>4</sub> .....	Trace	Trace	Trace	Trace	Trace	Trace	Trace	Trace	Trace	Trace
Total iron.....	56.19	52.80	47.87	45.63	50.70	48.30	46.79	53.67	52.18	46.73
	56.19	52.80	47.87	45.63	50.70	48.30	46.79	53.67	52.18	46.73
	56.19	52.80	47.87	45.63	50.70	48.30	46.79	53.67	52.18	46.73

These numbers give us a better view of the details of the process if we put the quantity of each material contained in slag I at 100, as is done in the following table with those substances which are to be considered in the puddling process:

Number of Slag.	I.	II.	III.	IV.	V.	VI.	VII.	VIII.	IX.	X.
Silica.....	100	112	134	151	133	130	143	127	106	114
Protoxide of iron.....	100	113	105	100	109	99	90	92	99	98
Sesquioxide of iron.....	100	44	35	31	41	51	55	60	67	79
Oxide of manganese.....	100	143	187	191	154	178	242	220	129	142
Alumina.....	100	148	187	183	152	155	135	181	161	171
Total quantity of iron.....	100	94	85	81	90	86	80	83	96	93

The slag, as such, is not a chemical compound; it rather consists of a silicate which holds in solution more or less protoxide and sesquioxide of iron. On examining with a microscope slag that has been finely ground under water, transparent particles are distinctly seen in which are enclosed darker spots. Basic slag contains more dark spots than other slag. The dark spots in the slag consist of protoxide and sesquioxide of iron, while a silicate of iron forms the light spots. The author supposes that such a solution of these oxides is also produced in forging iron.

With this view, it is very easy to explain the favorable influence that manganese in cast iron has upon the refined product. Manganese binds the solution of the oxides of iron in the silicate of iron, and thereby retards the formation of decarbonizing slag; hence, with cast iron containing manganese we are more certain of decarbonizing it up to any given point. By thus delaying the puddling process, it becomes possible to remove more of the sulphur and phosphorus.

The reactions that took place in the course of the test charge may be seen from the analyses given. A comparison of analyses I and II shows that the amount of silica, Al<sub>2</sub>O<sub>3</sub>, in the slag has risen from 100 to 112; that of oxide of manganese, MnO, from 100 to 143; protoxide of iron, FeO, from 100 to 113; phosphoric acid, H<sub>3</sub>PO<sub>4</sub>, from 100 to 148; while the quantity of sesquioxide of iron, Fe<sub>2</sub>O<sub>3</sub>, fell from 100 to 44, and the total amount of iron, from 100 to 94. The two last facts show plainly enough that during the melting the slag does not, as Zobel supposed, become more basic, but rather loses in basicity. The sesquioxide of iron which is formed on the surface of the charge before it is entirely fused does not go into the slag, but serves, like part of the sesquioxide in slag I, for the oxidation of other substances like manganese, silicon, sulphur and phosphorus in the cast iron, whereby the sesquioxide is reduced to protoxide and metallic iron, which are taken up by the slag. In harmony with this view, we notice that the quantity of silica, oxide of man-

ganese and phosphoric acid in the slag increase.

We all know that the liquid cast iron, as it melts, sinks through the fluid slag on account of its greater specific gravity. At this point the previously mentioned reaction takes place, i. e., the sesquioxide in the slag oxidizes the manganese and silicon in the cast iron, and in this way the absolute quantity of slag in the puddling furnace is, of course, increased. The same quantity of iron being distributed through a larger quantity of slag explains why its percentage has fallen in slag II to 94, but if we look at the table given below we shall see that the amount of metallic iron in the cast iron has increased at the same time from 100 to 105, so that either a part of the oxide of iron formed on the surface during fusion has been reduced to metallic iron, or a part of the iron in the slag has gone into the cast iron.

This establishes one point, namely, that when cast iron is melted in a puddling furnace those operations go on which are designated collectively by the name of "fining," i. e., in this period there is separated from the cast iron a portion of the silicon, manganese and phosphorus, which go into the slag. According to the above, this is essentially conditioned by the oxides of iron in the slag, and the peroxide formed on the surface of the melting cast iron. Previous investigations by Lan and List have led to the same result, that during the melting period of the puddling process the slag loses in basicity, while the percentage of silica increases. According to Lan, the same operation takes place in puddling steel; List found it also in puddling for fibrous iron.

The fusing period lasted, in the test charge, 34 minutes. In puddling for granular iron it is desirable to melt the pig iron as quickly as possible. The iron began to flow in 26 minutes after it was put in.

The sample III, taken out at 11:27, after the flux damper was closed and the flux had been thrown in, also showed an increase of silica, of oxide of manganese and of phosphoric acid, and a decrease of both oxides of iron, an indication that the fining goes on soon after the melting. The flux added at this time (40 lbs.) can have a favorable influence in this regard in virtue of its containing sesquioxide of iron; at the same time it also increases the absolute quantity of slag, and this renders it less basic. The percentage of iron has fallen from 94 to 85.

Slag IV, taken at 11:35, showed the same proportion.

Slag V, on the contrary, shows an increase of basicity. The quantity of iron has again risen to 90, the percentage of protoxide and sesquioxide of iron has increased, the oxide of manganese, phosphoric acid and silica have fallen off. The stirring with the paddle, or rabbling, and the so-called boiling of the charge have begun. During the stirring, the air has access to the iron, and its effect is heightened by the foamy state of the mass. In consequence of the access of air sesquioxide of iron is formed, which enters the slag and makes it more basic. About this time, however, the decarbonization of the cast iron begins, which may be recognized by the little blue flames which are seen following after the paddle. The carbon is oxidized by the silicate of iron in the slag, whereby this is reduced from protosilicate to bisilicate, iron being liberated, according to the formula, Fe SiO<sub>3</sub> + C = Fe + Fe SiO<sub>3</sub> + CO. A portion of the iron may, perhaps, be obtained from the bisilicate by its reduction to trisilicate and the formation of carbonic oxide. In consequence of this reduction the quantity of iron in the slag must decrease, as is shown by the analysis of Slag VI. At the same time this slag shows an increase of sesquioxide of iron, which is formed during the boiling of the charge by the combustion of the particles of iron on the surface. This combustion of the iron is easily seen by any one watching the process.

The strongest boiling of the charge took place at 11:56. The next sample of slag VII, was taken at 12:14, and its analysis shows that the silica has increased, and also the oxide of manganese and sesquioxide of iron, while on the other hand the protoxide of iron, phosphoric acid, and total amount of iron have decreased. Hence we see that the operation indicated in the other slags is continued. The percentage of metallic iron in the metal must have increased, but that of carbon decreased, as the analyses given below of iron samples will show.

After letting off part of the slag, the workmen began to form the bloom with the flux damper open, when sample VIII was taken at 12:20. This slag contained less silica and oxide of manganese than the preceding, but more phosphoric acid, and more of both oxides of iron, hence more iron in all. The increased quantity of iron in the slag is very natural, because in making the bloom the iron is greatly exposed to the oxidizing air. This also explains the relatively large loss by puddling, which is more considerable than if it were due to the necessary indirect oxidation of the other constituents of cast iron. If iron did not go into the slag in consequence of combustion during the making of the bloom, the wrought iron would weigh as much or more when taken out than the cast iron did when put in, on account of the iron taken up from the slag during the boiling.

Sample IX, taken at 12:38 from under the steam hammer, also shows an increased quantity of iron, for in carrying the bloom, saturated with slag, to the hammer a renewed oxidation of the iron takes place. Slag X, left after taking out the last bloom, showed the same relations as the others, namely, an increase of iron. This increase is very important in this respect, that when the next charge is put in the slag is able to oxidize the constituents of the cast iron. Experience has shown that with a cast iron containing but little silicon, a whole series of charges may be made without putting in any basic flux like iron turnings or hammer slag.

THE IRON SAMPLES.  
The analyses of samples of iron gave the results presented in the following table:

Kind of Sample.	Iron.	Carbon.	Silicon.	Manganese.	Sulphur.	Phosphorus.	Time of taking sample.	Remarks.
I. Gray cast iron.....	88.86	2.31	3.21	5.14	0.0387	0.073	10	40 quite soft.
II. Sample of the material formed.....	92.75	2.80	1.09	2.68	0.0120	0.022	11	38 Very hard; fracture white.
III. Sample of iron.....	93.05	2.89	0.93	2.55	0.0130	0.031	11	35 White; max. of carbon.
IV. The same as above.....	94.37	2.76	0.91	2.30	0.0122	0.030	11	38 Single grains.
V. Sample of iron at beginning of conversion.....	93.74	2.63	0.92	0.320	0.0131	0.020	11	46 Grains more malleable.
VI. Sample of iron before the last conversion.....	97.58	1.65	0.82	0.031	0.0117	0.019	12	14 Half refined.
VII. Sample of iron at the beginning of making the bloom.....	97.78	1.38	0.911	0.330	0.0110	0.0181	12	19 Softer grains.
VIII. Sample of iron before the first bloom.....	98.39	0.88	0.908	0.280	0.0103	0.0170	12	38 Forged iron.
IX. Sample of last rolled bar.....	98.38	0.63	0.908	0.150	0.0098	0.013	12	42 Coarse grained wire iron.

If we put the amount in sample I at 100, in the same manner as we did with the slags, we obtain the following in round numbers:

No.	Iron.	Carbon.	Silicon.	Manganese.	Sulphur.	Phosphorus.
I.....	100	100	100	100	100	100
II.....	105	109	34	52	40	60
III.....	106	112	49	49	33	58
IV.....	107	108	43	43	31	51
V.....	109	102	25	30	30	45
VI.....	111	64	13	30	22	22
VII.....	111	51	6	28	19	19
VIII.....	112	30	5	26	17	17
IX.....	112	25	3	25	13	13

During the melting, which lasted till 11:17, the carbon seemed to increase, as seen by analysis II, because it was concentrated in a smaller mass. The quantity of iron increased, the quantity of manganese, silicon, sulphur and phosphorus fell off decidedly. Iron sample II had a white fracture, because the carbon previously mechanically mixed has entered into chemical combination. We saw that the corresponding slag had gained in silica, manganese and phosphorus.

The carbon reached its maximum in sample III. Hence, during the melting period no decarbonization takes place. On the other hand, much silicon, manganese, sulphur and phosphorus are removed. About this time the stirring begins; hence, we see that in the following sample the carbon has fallen from 112 to 108. In sample V the carbon has already gone down to 102 and the iron up to 109. But now we see from sample VI that during the conversion (from 11:45 to 12:19) the amount of carbon is rapidly decreasing on account of the iron coming more into contact with the slag, and the other substances gradually decrease.

Even while the bloom is being made (VIII) there is a decided loss of carbon. Finally, from the last sample, we see that while the bloom is under the hammer and in the rolls a still farther loss of carbon takes place. The mechanical part of the process, in which iron and slag are pressed tightly together, continues the work of the furnace to a certain extent. This occurrence shows the importance of frequent hammering and rolling from a chemical point of view, to which, indeed, the physical properties of the iron stand in the nearest relation.

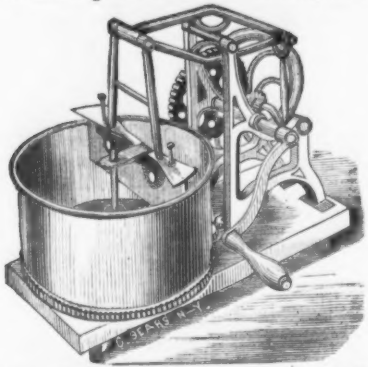
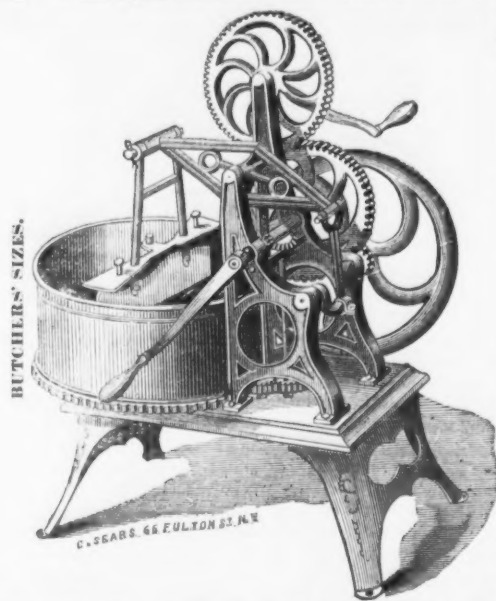
The chief point resulting from the preceding is this, that the strongest decarbonization of the iron takes place during the conversion, and that the amount of carbon in the cast iron remains the same during the fusion, but that after the fusion the carbon is in a combined state.

The changes of the iron and of the slag, in the course of the process, gives us a complete picture of the operations in puddling for a fine grained iron. Whether these facts are the same in puddling the two other and less carburized kinds of iron cannot be decided until farther experiments of the same kind have been made, under similar conditions, in making other kinds of iron in the same furnace. These experiments will soon be made by Dr. Kollmann.

A manganese flux, such as pyrolusite, MnO<sub>2</sub>, has been employed for improving the puddling process and making it easier. These fluxes have rather served, on account of the action of the manganese, to retard the puddling process, than to furnish oxygen to oxidize the carbon in the iron. The greatest improvement of the whole process would consist in the discovery of an oxygen bearer to convey the oxygen from the air to the carbon in the cast iron, which would cost the furnace owner less than iron burned to proto and sesquioxide. It is easy to conceive of such an oxidation theoretically, but how far it can be carried out practically must be learned from practical experiments. Next it is, at all events, very important, as follows from the above, to procure a slag as rich as possible in oxides. This oxide might, perhaps, by breaking up and heating, be prepared for a flux to throw into the furnace.

The North American says that the workmen in Pompeii, while pursuing their researches in the house where the wooden writing tablets were lately discovered, came on two inkstands and the pen which had been used in inscribing. The pen is of metal, and something in the form of a goose quill.



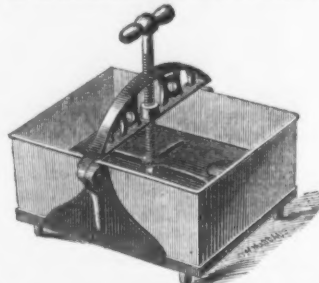
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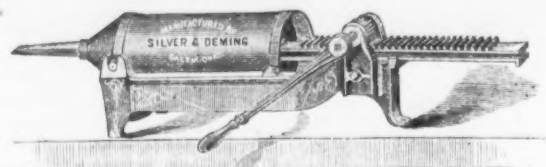
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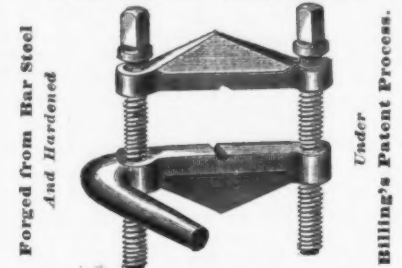
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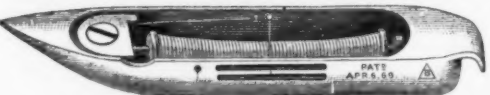
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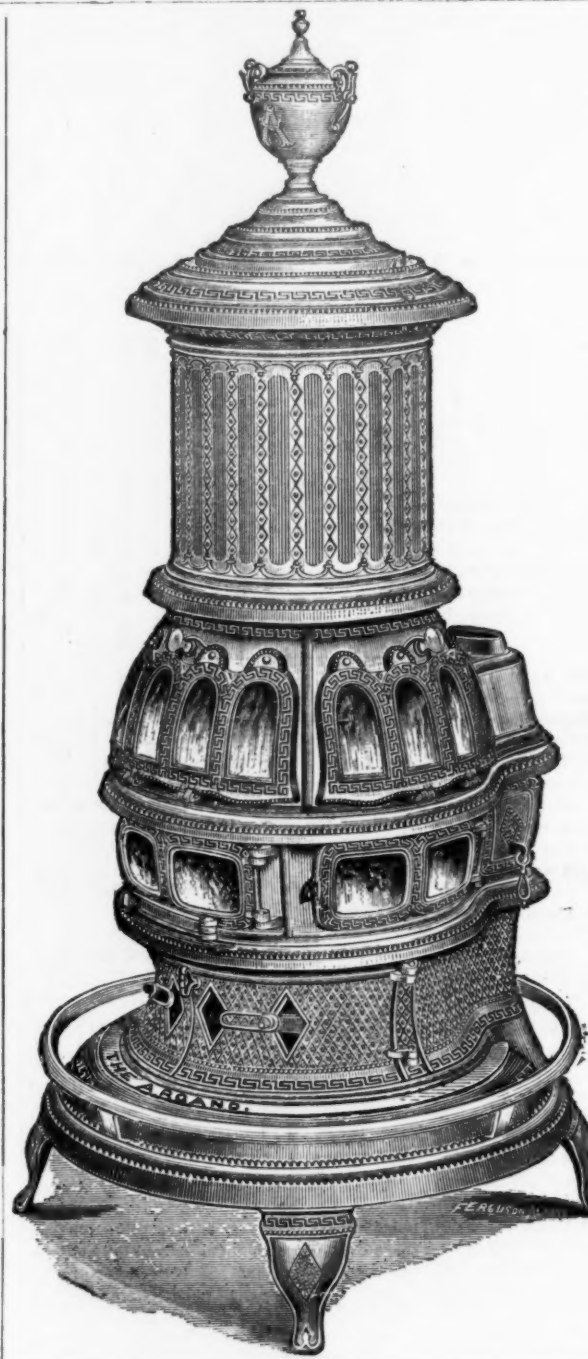
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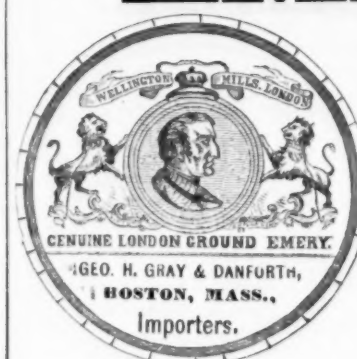
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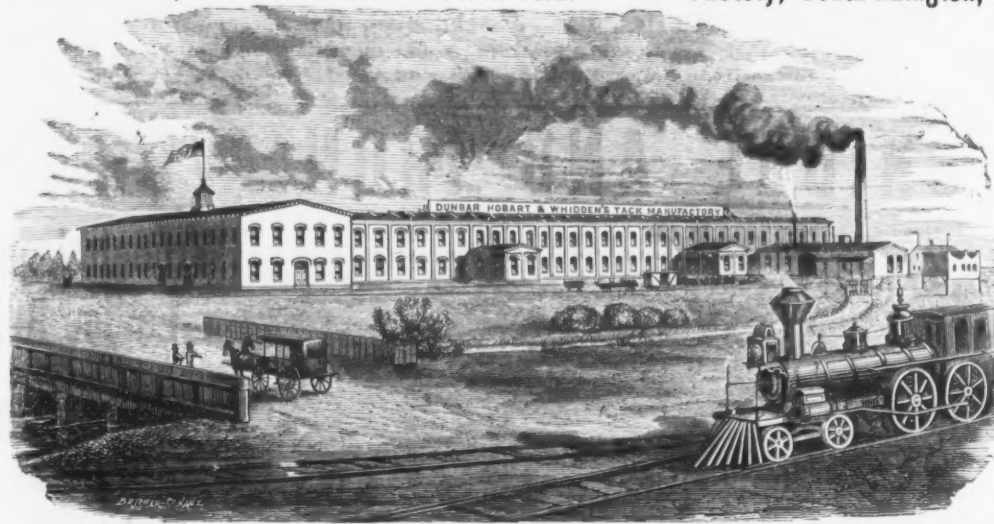
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Remington E. & Sons,	Woodford W. O.
Gun barrels, ca., 80	Bundles, 5
Stratton John F. & Co.	Cases, 20
Cases, 6	Order.
Schoverling & Daly,	Bundles, 254
Mdse. pkgs., 17	Metals.
Van Wart & McCoy,	Bruce & Cook,
Mdse. pkgs., 74	Tin plates, bbls., 127
Ward A. & Co.	Byrne Joseph & Co.
Mdse. pkgs., 4	Tin plates, bbls., 469
Wiebusch & Hilger Mfg.	Cort N. L. & Co.
Co.	Tin plates, bbls., 405
Mdse. pkgs., 28	Coe & Co.
Order.	Scrap, brass, bbls., 427
Cases, 1	Dovale & Co.
	Scrap, copper, bbls., 1
	Jex Wm.
	Scrap, pkgs., 4
	Naylor & Co.
	Tin plates, bbls., 1000
	Phillips, Dodge & Co.
	Tin plates, bbls., 18-
	102
	Black taggers, bbls.,
	Van Wart & McCoy,
	Magnesia, bbls., 5
	Wilson J. W. & Co.
	Scrap, copper, bbls., 1
	Order.
	Tin plates, bbls., 6000
	Lead, pigs, 800
	Tin ingots, 300
	Scrap, bbls., 4

Iron.
Brand Jas.
Pig tons, 100
Brown Bros. & Co.
Bars, 4761
Crocker Bros.
Pig, tons, 112
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Sheet, pkgs., 250
Irwin R. & Co.
Pig, tons, 100
Leaycraft & Co.
Scrap, tons, 1
Naylor & Co.
Mineral, tons, 101
Pig, tons, 60
Bars, 1035
End piece, bbls., 1

### FOREIGN.

#### FRANCE.

(Monteur des Interests Matériels.)

PARIS, August 8, 1875.—Metals.—The usual summer dullness has set in, with the holidays of banks and other similar institutions. Crop prospects have continued to improve, the weather being fine, and it is to be hoped that the fall trade will prove both active and remunerative. Of all the articles of trade which we deal in, Metals seem to be in the soundest position; if we except tin, the stocks are not heavy, and in one shape or another the deliveries have exceeded expectations, including Tin. Speculation has almost ceased altogether since the English failures, and values are reduced to their true commercial ruling. Under these circumstances there is little to be apprehended and much to be expected in the immediate future; a more cheerful feeling in Metal circles is perceptible, both on the Continent and in England, and we trust that we shall soon be able to report advancing markets upon their own strength.

—The European markets during the week have been steady, holders showing little inclination to part with what they have on hand or about, at least not at the rates now current, especially since it has been confirmed that our government bought the 30,000 tons Australian Tin in England we alluded to in our last. Charters on the West Coast for the last half of July have not exceeded 1400 tons, and therefore assist in strengthening the markets. The French markets, our own included, have shown increased firmness, and we close herewith as follows: Chili Bars, deliverable at Havre, 212 francs; Congo, ditto, 210; Ingots, 222-50, and English Tough Cake, 222-50. The following are the Havre quotations: Chili Bars, 210 to 212-50; ditto Refined Ingots, 222-50 to 225, and Lake Superior, 230 to 235. Marseilles is sustained on the basis of 215 francs for small Ingots. Tin has been looking up. There had been a general and firm conviction that July would prove a good month in point of deliveries, but the result has far exceeded anticipations, and the metal has thereby entered upon a more hopeful future. The French markets have quickly caught this altered spirit, and assumed more firmness and steadiness. We quote at Paris, Banca, deliverable either here or at Havre, 280 francs; Straits, 285, and English, at Havre or Rouen, 212-50. English Tin at Marseilles may be quoted 220. Lead.

—The European markets exhibit a sufficient degree of firmness to inspire increased confidence, and good English Tin has been procured at London under 222-50. We quote here: French, at Paris, 57 francs; Spanish, at Havre, 56-50; English, there, 57, and Belgian and German, at Paris, 57. Spanish, at Havre, has sold at 54-50 to 55-50 on the dock; at Marseilles at 52. Spelter.—Although the European markets have been on the whole quiet, the same firmness observable still reigns, and we quote here, Silesian, deliverable at Havre, 12-25 francs; other good brands, deliverable there, 12-25, and deliverable here, 12-25. Iron.—The same listlessness, not to say weakness, still pervades the French Iron districts, and the critical state of affairs, which has now lasted nearly two years, has evidently not yet been overcome. Some establishments work from hand to mouth, others cannot well suspend operations even if they wanted, and go on producing, in some instances making sacrifices in order to do so, and in others clearing but a slender margin. The better kinds of Iron sell to more advantage than Merchants', and Steel does as a general thing better than Iron. In Steel plates the Belgian Cockeril Society came very near beating the French Creuzot in cheapness at the late opening of tenders for the navy. The replacement of Iron by Steel is going on in all directions. Coal.—The activity in best root coal refining secures a good campaign for our Northern Coal companies. Nothing of great promise is as yet apparent with respect to the remaining French districts.

#### BELGIUM.

(Revue Universelle.)

BRUSSELS, August 8, 1875.—Iron.—The semi-annual statistics published by our Custom House authorities show that of Wrought Iron and its manufactures we exported during the first six months of 1875 to Holland, 30,735 tons; to England, 16,681; to France, 14,800; to Switzerland, 12,900; to the Zollverein, 10,700; to Turkey, 7300; and to Russia 7300. The general statement goes to prove that while times have not been brilliant, and prices have left comparatively little profit, Belgium has, nevertheless, succeeded in sending abroad 300,000,000 francs' worth of Wrought Iron and its manufactures, independent of Pig Iron and Iron Ore exportation. On the 25th instant an important opening of tenders will take place, for the furnishing of Steel Rails for the replacement of Iron Rails on the State railroads during the ensuing year. Coal.—Nothing of special importance has occurred in the Belgian Coal markets during the week; prices are more or less the same, a further break being hardly possible unless wages decline at the same time; nor can any rise take place in Coal till Iron matters recover a normal state of affairs, which is not yet the case, despite the rather encouraging figures we have given above.

### GERMANY.

(Horseshall.)

HAMBURG, Aug. 7, 1875.—Metals.—Although the improvement that is going on in Metal matters is slow, there are many encouraging signs to lead to the belief that the worst has been got over during the two years of stagnation and prostration, due altogether to the comparatively favorable crop prospects in our country, and a large grain export business we shall do. Copper has been steady at the following quotations, here: Drouthelm, 94 marks; Demidoff, 100; Minnesota, 110; and Chili Bars, 59. At Berlin: English and Australian, 90 to 92; Mansfield, 92. At Stettin the Tin has been looking up at the following rates here: Banca, 96 to 98 marks, and English, 96; at Berlin, English Refined, 95; at Stettin, Banca, 96. Lead continues quite firm; the 128,000 pounds from La Paz, Mexico, of a recent importation, sold at 20-25 marks the 50 kilos. We quote: English, 25-50 to 26 marks; German, 24-75 to 24-50; and Spanish, 25 to 25-50. Stettin is steady at 27 marks Spanish, 24 to 25 Tarnowitz, and 24 to 25 other German brands. Berlin quotes Tarnowitz, Hartz and Saxonian, 23-50 to 24. Spelter has been inactive and not quite as strong as previously. We quote Silesian, spot, 24-50 to 24-50; to arrive, 24-50 to 24-50. Breslau quotes 24 to 24-25 for common brands; W. H., 24 to 24-25; Godulla, 23-25. Berlin is steady at 24-50 to 25-50 Silesian; Stettin is 24 to 25.

### HOLLAND.

(Koch & Fierboom.)

ROTTERDAM, Aug. 10, 1875.—Metals are steady; Copper at 50 to 52 guilders for Drouthelm; Russian at Amsterdam, 56 to 58. Tin.—There is little doing; in consequence of a slight decline at London, Banca was sold, for cash, at 4-1/2 guilders, and September auction sale delivery at 4-1/2. Of Billiton little offers; spot may yet be had at 4-1/2; to arrive it sells at 4-1/2. Lead remains tolerably firm; we quote Stollberg, 13-1/2 guilders; Spanish, 13; and German, 13; Soft Lead at Amsterdam, 13-50 to 13-75. Spelter is sustained at 13 to 13-25, Silesian, here and at Amsterdam.

### EAST INDIES.

(Sandilands, Buttery & Co.)

PENANG, June 28, 1875.—Tin was first bought at \$22 to \$22-1/2 per picul for imported; on departure of last mail the market closed a little easier at \$22, but, subsequently, a further decline took place, and a small purchase was thus effected at \$21-87-1/2; however, better advices from home caused prices to advance again to \$22-20, and the market closed at \$22-10. Exchange, 6 months, London, 4 1/2 to 4 3/4.

### CHINA.

(Arnold, Karberg & Co.)

CANTON, July 2, 1875.—Metals.—Lead.—Holders of the now very moderate stock are extremely firm in their demands. Di-tan supplies are, however, obtainable at easier prices, in consequence of the recent fall in home markets, and L. B. is reported sold at \$7-40 per picul, to arrive within four or six weeks. Tin.—No change of any moment has taken place in the article. The demand is moderately active, and previous rates are well supported. Quicksilver.—A good inquiry has continued to prevail, and the small supplies which came to hand in the interval have met with a ready sale at \$121 to 122-50 per picul. Of California, 150 flasks are reported sold at \$105, to arrive within three weeks, and large quantities are now offering for delivery at the beginning of August at \$100 per picul. We quote: Lead, \$7-15 to \$7-85; Tin, \$22 to \$24-25; and Quicksilver, Spanish, \$130 to \$121; California, \$122 to \$123. Exchange—5-8 to 5-9 1/2.

### New Publications.

Traite de Metallurgie par L. Gruner. Iere Partie, Metallurgie Generale. Tome I. Agents et appareils metallurgiques. Principes de la combustion.

The first part of Gruner's long promised work has at last appeared, and, as was to be expected, is excellent. Unlike Percy's Metallurgy, it is not a quasi encyclopedia, each subject of which is treated separately and with no apparent connection with any other. Such a treatise is unfit to be placed in the hands of any one but a person already having a considerable knowledge of the subject. Gruner commences by stating that metallurgy, although once empirical, is now based on scientific principles, and, therefore, starting with these, it is easy to deviate in each particular case, as circumstances may require. Instead of giving a mere description of the methods pursued at different smelting works, he commences with the enunciation of the principles—as far as known—on which metallurgy is based. In the volume before us, Gruner first defines various technical terms; then, after a hasty sketch of the classification of ores, he passes to the consideration of the fuels, both natural and artificial. After this we find the agents promoting the metallurgical reactions spoken of, together with the materials used in construction. The second chapter treats of the metallurgical apparatus, commencing with a description of the furnaces and the principles on which they are constructed; next the blowing apparatus is treated in detail, but not so completely as in Weddell's German edition of Percy, and finally, the hot-blast ovens. The volume concludes with the commencement of the third chapter, in which the subject of combustion is most thoroughly discussed.

This is the best work on metallurgy which has appeared in the last 30 years, and taken together with the German (not the English) edition of Percy, the two are the most important and almost the only works on metallurgy needed in one's library.

F. P.

Catalogue of H. A. Rogers, Importer and Dealer in Railway, Machinists' and Manufacturers' Supplies, 19 John Street, New York. 274 Pages.

In the work before us we have another illustration of that enterprise and good taste among American manufacturers in the publishing of their trade lists in a style which ranks them with works of art. The style and magnificence and artistic beauty of many of our American trade lists is a matter of surprise and wonder to English newspapers, which are profuse in their admirations of them as artistic productions. Certainly the manufacturers of this country may be proud of their catalogues. Typography, paper and engraving are, in the higher classes of work, all that could be desired in books of the highest class.

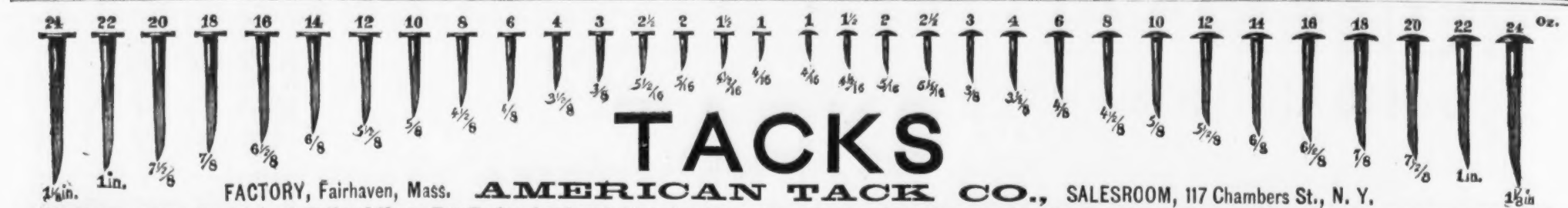
Although this catalogue cannot be ranked with the most sumptuous of those which have been produced in this country, yet it is in every way good; the engravings are almost without exception good, and many of them by the best engravers in this country. The heavy calendered paper of a pale cream color is all that could be desired, while the printing is first-class. Colors are used where they are necessary, and in the general mechanical execution there seems to be little or nothing to be desired.

In addition to the price lists and similar matter to be found in works of this kind, good and intelligent descriptions accompany almost all the leading articles, enabling the reader to form an intelligent opinion in regard to them. In the case of new goods or those but little known, this is a feature especially valuable. A copious and well classified index makes reference to any particular article an easy matter.

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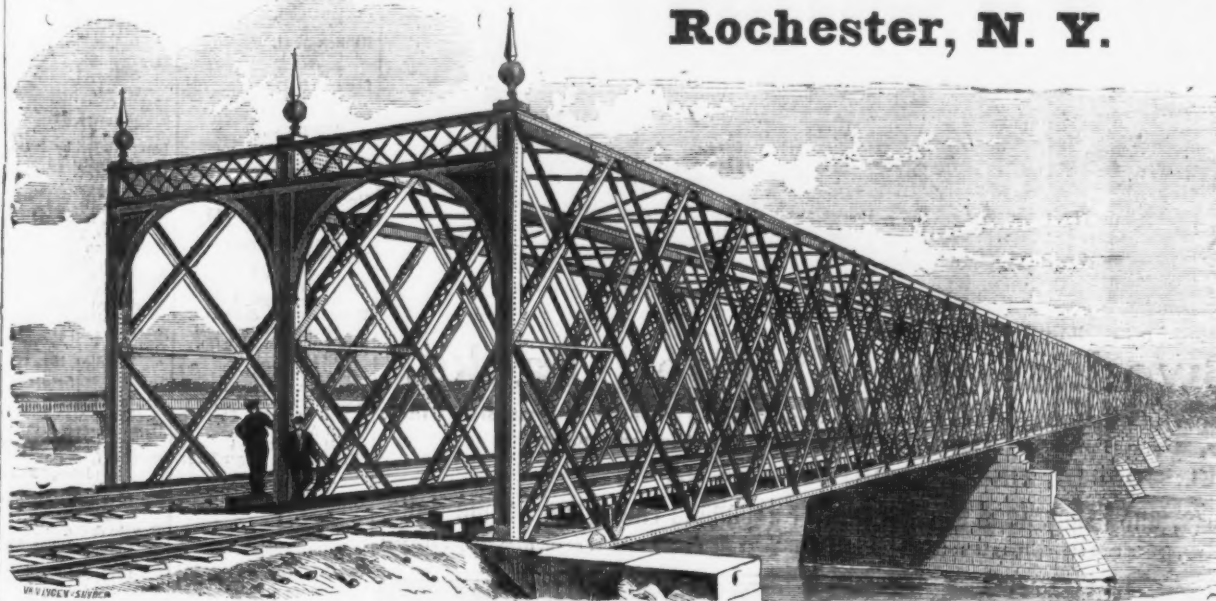
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[Accompanying engraving represents the Springfield Bridge, built by the Leighton Bridge and Iron Works.]

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The cutting surface being small it is kept in order much easier than the old smooth edge knife.

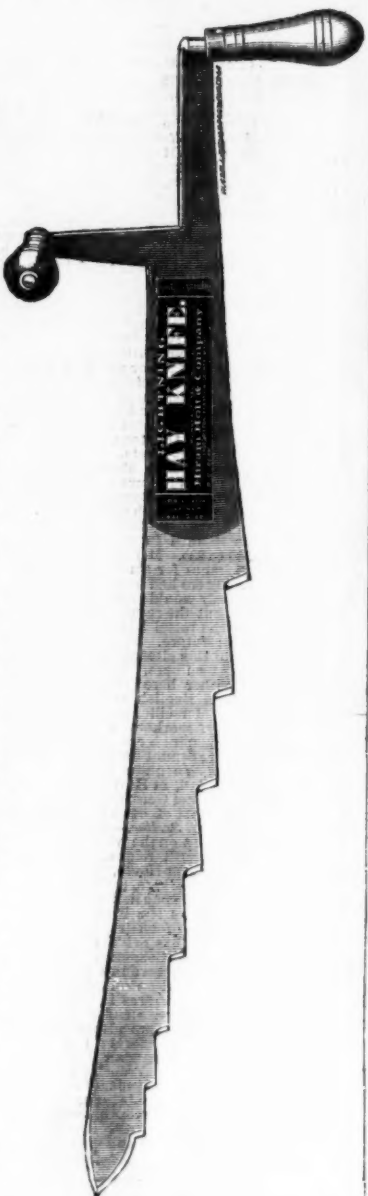
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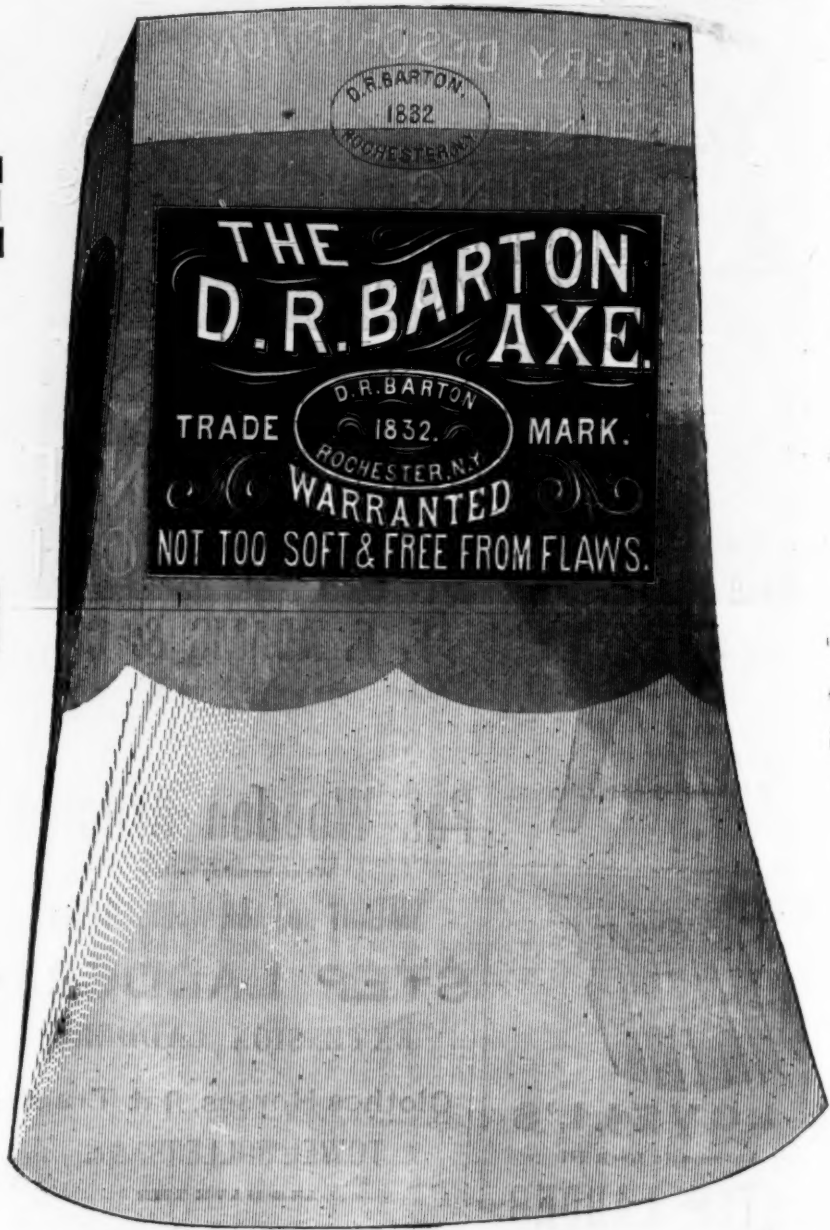
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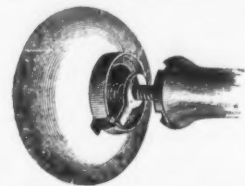
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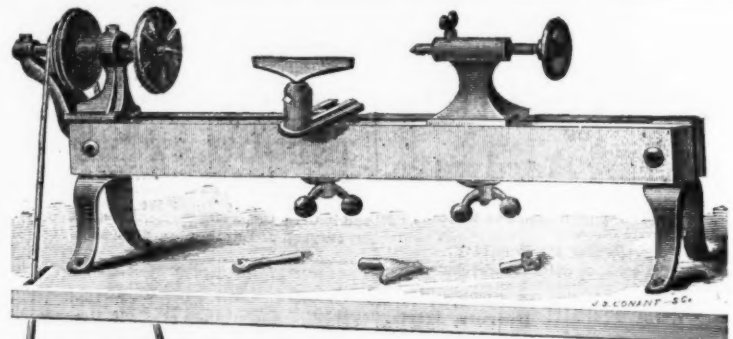
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## Furnace Engineering.

Plans, Estimates and Superintendence  
FOR BUILDING OR REPAIRING.

Reliable Analyses Furnished, and Advice given concerning the Value of Materials, Best Mixtures &amp; Methods of Working. Special Attention paid to Investigating Cases of Unsatisfactory Results.

Furnace companies supplied with first-class men for all positions. Competent managers and founders desiring situations are requested to send full particulars. Correspondence solicited on all topics of interest in furnace work. Letters answered promptly without charge. Address,  
EDWARD J. HALL, Jr., Blast Furnace Engineer,  
452 Franklin Street, BUFFALO, N. Y.

## Briesen's Patent Agency

FOR SECURING INVENTIONS, TRADE  
MARKS, &c., IN AMERICA  
AND EUROPE.No. 258 Broadway, New York.  
A. V. BRIESEN.

## TO LET,

A Light, Handsome Office.

Possession Immediately.

HERMANN BOKER & CO.,  
101 Duane Street, N. Y.CLASSIFICATION LISTS  
OF

American Hardware.

A book of tables and information of use to every one in the Hardware trade.

PRICE, \$2.00 PER COPY.

Send cash for the book, or write for circular giving table of contents. Also Discount Glass Lists, 75c. each. Address,  
WM. R. HULL,  
Detroit, Mich.

## Merchant Iron or Nails

Wanted in exchange for 300 tons No. 1 Wrought Scrap Iron.

GILCHRIST &amp; GRIFFITH,

Mount Pleasant, Iowa.

## 25 per cent. extra power

Guaranteed to owners of Steam Engines,  
or an Equal Saving of Fuel, by applying

Ransom's Syphon Condenser.

T. SAULT, Consulting Engineer,  
General Agent, New Haven, Ct.

## A. PURVES &amp; SON,

Corner South & Penn Streets, Phila.,  
Dealers inScrap Iron & Metals, Machinery, Tools,  
Shafting & Pulleys, Steam Engines,  
Pumps & Boilers, Copper, Brass,  
Tin, Babbit Metals, Foundry  
Facings. Best Quality Ingot Brass.  
Cash paid for all kinds of Metals and Tools.WANTED.—A first-class business man familiar with machinery and manufacturing, capable of handling large bodies of men, desiring a responsible position. References satisfactory. Address,  
IRON AND STEEL,  
Care of P. O. Box 813, Bridgeport, Conn.

## To Manufacturers.

The attention of any parties desiring of establishing new works or branches, is called to the unusual advantages offered at Dunbar, Fayette Co., Pa., 60 miles from Pittsburgh, and connected with all points reached by Pennsylvania Railroad and Baltimore and Ohio Railroad. Coal will cost at works \$1.00 per ton; Connelleville coke, \$1.50; pig iron of any grade, red, cold short or neutral, for either iron or steel, delivered from furnace, for 30 cents freight. Schools, churches, fine climate and low taxes; hard woods at minimum rates. Ground suitable for extensive works, lying on both railroads, will be given to any parties meaning business. Address  
A. W. BLISS,  
Dunbar, Pa.

## Factories To Let

At Haverstraw, N. Y., on Hudson River. Two large brick factories, respectively three stories, 64x30, with extension one story, 97x35, and three stories, 90x28; abundant water power in each; turbine and overshot wheels; railroad and steamboat communication with New York. For particulars, address, JNO. PECK, Haverstraw, N. Y.

## Special Notices.

Machinery Wanted.

Wanted a second-hand steam engine of about 125 horse-power, either upright or horizontal, with boilers and blast furnace blowing apparatus of equal capacity. Must be of good make and in perfect condition. Apply to  
H. R. KNOTT, New Haven, Conn.

## DROP FORGINGS.

The TRENTON VISE & TOOL WORKS, Trenton, N. J., having increased their facilities, are now able to do all kinds of  
Iron and Steel Drop Forgings  
in quantities to order at reasonable rates.  
HERMANN BOKER & CO., Proprietors,  
101 & 103 Duane St., N. Y.

## Business Opportunities.

New Capital Procured, Partnerships  
Arranged, and Commercial, Mining  
and Banking Corporations Or-  
ganized, by  
CLARKE, CHITTY & CLARKE,  
Board of Trade Offices, New York.  
P. O. BOX, 4071.

## Wanted.

A man for Superintendent of a Malleable Iron Works. Must have experience. Address  
St. Louis Malleable Iron Co.,  
St. Louis, Mo.

## MANUFACTURERS

desirous of introducing their goods to the British and Continental Markets, are advised to insert advertisements in the newspaper "IRON," published every Saturday, at 99 Cannon Street, London, E. C.

SCALE: First 3 lines, 3/4; every additional line, 10d. Price, 6d. per Copy, or 30/ per annum, inclusive of postage to the United States.

## SPECIAL NOTICE.

I have three patents for Dies, Machinery, and Tools for making Augers and Bits, each running seventeen years; dated as follows: Dec. 19, 1856; January 31, 1866; and July 3, 1866. There is a special claim on each of the Dies. All persons infringing on said patents will be held responsible to the extent of the law. Russell Jennings.  
DEEP RIVER, CONN., Sept. 7, 1874.

## Charcoal Blast Furnaces.

Having during the past 10 years constructed and put in operation a number of the most successful Charcoal Blast Furnaces in the country, and having a competent corps of workmen constantly in my employ, I am enabled to offer advantages in constructing or remodeling upon the latest and most approved plans. Examinations of Furnace Property made and reported upon when solicited. Correspondence promptly attended to.  
J. M. WHITE, Engineer,  
22 W. Alexander St., Rochester, N. Y.

## DISCOUNT LISTS.

Screws { Latest list Screws, 25¢ to 70¢ each, 75c. and Bolts, { C. & Phila. Bolts, 25¢ to 80¢ " 75c. Hinges { Stanley Works' list, 10¢ to 50¢ " 75c. and Butts, { Union Mfg Co., 10¢ to 60¢ " 75c.  
Dayton & Lamberson, 97 Chambers St., N. Y.

## Wanted.

to purchase a retail stock of Shelf Hardware. Parties having a clean stock and good trade desirous of selling, will please address, stating amount of stock, terms, &c.,  
C. A. D.,  
Office of The Iron Age, 10 Warren St., N. Y.TO INVENTORS  
AND MANUFACTURERS.

The 44th Exhibition of the American Institute will open September 9th; Machinery will be received after August 15th, other goods after August 29th. For particulars address "General Superintendent, American Institute, New York."

## Steel Castings.

Solid and Homogeneous. Guaranteed tensile strength, 75 tons to square inch. An invaluable substitute for expensive forgings, or for Cast Iron requiring great strength. Send for circular and price list to  
CHESLER STEEL CASTINGS CO.,  
Evelina St., Philadelphia, Pa.

## Open for Engagement, an Experienced

MECHANICAL ENGINEER  
As Superintendent or Designer and Draftsman on high, low or compound pressure engines for steamships, corporation pumping, &c., &c., &c. Address for references, W. E. A.,  
Office of The Iron Age, No. 10 Warren St., N. Y.

## REMOVAL.

We have Removed our office and stock of Cutlery to

107 Duane St.

PETERS BROTHERS.

## For Sale.

## FOR SALE

On Liberal Terms.

A large Brick Factory, with Engine, Boiler and Line Shafting, all in complete order, located at Middletown, Orange Co., N. Y., on the line of the Erie and Midland Railroads, sixty-six miles from New York city.

The premises are well calculated for manufacturing every description of Hardware, or for Foundry, Machine and Boiler Shop.  
A switch connecting with the Erie Railway adds to the property, by means of which Anthracite and Bituminous Coals are delivered direct from the mines.  
Address,  
E. M. MADDEN,  
Middletown, Orange Co., N. Y.

## For Sale, &amp;c.

## For Sale.

A first-class Hardware Business, located in the thriving city of Bloomington, Ills. Above business has been established for over twenty (20) years, and presents to any one desirous of doing an "A No. 1" retail and jobbing trade a most favorable opportunity. Amount of stock about \$15,000. Will be sold at a sacrifice. Ample reasons given for selling. For further information, address  
GEO. BRADNER, Bloomington, Ills.

## FOR SALE.

An 1/2 inch mill train for making Merchant, Band and op Iron. Will be sold cheap.

Apply to

W. W. JONES,  
Near the Lehigh Valley Railroad Depot,  
Allentown, Pa.

## FOUNDRY PROPERTY FOR SALE.

Or to lease with privilege to buy: consisting of Foundry, Machine Shop, with powerful steam engines, and other buildings. Water front on North River, Peekskill, 42 miles from New York, comprising 2 1/2 acres. Apply for particulars to  
Box 332, P. O., Peekskill, N. Y.

## To Stove Manufacturers and Foundrymen.

The Carbon Stove Company,  
of Burlington, N. J.,

Will sell their Foundry, with all its appurtenances, business and good will, upon very liberal and accommodating terms, offering to any party wishing to engage in the Stove or general Foundry Business a rare opportunity.

The Foundry Buildings, which are of a capacity to employ forty or more molders, are very conveniently located upon navigable tide water on one side, and the Pennsylvania Railroad, with its freight station in front, being on the direct line between New York and Philadelphia.

The Buildings, Machinery and Appliances are all in prime order, and the assortment of Patterns, &c., for Stove, Range or Heater work, unsurpassed.  
Address, for terms or other particulars,  
CARBON STOVE CO., Burlington, N. J.

## For Sale, Hardware Business

In successful operation since 1845. Rare opportunity to secure an old and established business. Stock of General Hardware, Iron, Nails, &c., &c. will involve \$50,000. Two story brick business room, 25x30, with cellar under all, for \$3000. After first payment, will make such terms as will be easy and cannot fail to suit purchaser. Will assist purchaser at starting, if necessary. Satisfactory reasons for selling will be given. Address,  
C. U. HAYMOND,  
Cambridge City, Wayne Co., Ind.A BLAST FURNACE FOR SALE at Napanoch, Ulster Co., State of New York, on the Delaware and Hudson Canal, with extra facilities, and a capacity of 30 tons per day Anthracite or 15 tons of Charcoal, together with a splendid water-power, goes with the furnace. The furnace is in good order and could be put in blast in a short time. Will be sold very low on accommodating terms. Charcoal can be had for many years.  
Address,  
H. R. RANGE,  
94 Gold Street, New York City.FOR SALE.—The half of a patent, with machinery and tools for making the same. Said patent is one of the best in the country; an article used in every household. Address,  
C. W. TUTTLE, Box 83,  
West Haven, Conn.

## For Sale.

Half or whole interest in Bodkin Bros. patent safety iron hollow ware manufacturing business, with full set of patterns, tools, flasks, machinery, dies, &c., the same being a monopoly and protected by two patents for 15 and 16 years, respectively, from May 1873. This business is now well established, and offers great inducements to men of capital. Parties wishing to investigate will please address,  
BODKIN BROS., Jersey City, N. J.

## For Sale.

Car Shop in Conshohocken, Pa., 50x100 ft. fronting on P. & D. R. R., with blacksmith shop 20x30 ft., engine house 15x30, 25 horse engine, and all the modern machinery necessary. The lot is 135x300 ft. For particulars call on or address,  
HUTCHINSON & FAGAN,  
Norristown, Pa.

## FOR SALE.

At Lowest Manufacturers' Rates,  
GUNS & SHEET ZINC,  
Best German and Belgian Brands,  
By LOUIS WINDMULLER & ROELKER,  
20 Reade Street, N. Y.For Sale,  
Stove and Tin Business.

Will sell, on good terms, one of the best arranged House Furnishing Stores in Canada West, at St. Thomas. The premises are roomy, the buildings having been arranged especially for this trade, with Tin-Smith's workshops and benches complete for 12 men.

## Present Stock about \$6000.

St. Thomas is the head quarters of the Canadian Southern Railway Co. To a practical, energetic man this offers unusual advantages. Business well established and with good connection. Reason for disposal, present proprietors increasing their wholesale and retail Hardware Store next door to the above premises. Address  
HORSMAN & HORSMAN,  
Iron and Hardware Merchants,  
St. Thomas, Canada West.

## FOR SALE.

Rolling Mill and Bridge Building Machinery,  
OF NEW ENGLAND IRON COMPANY.Upright Corlies Engine, 32 in. cylinder, 5 ft. stroke; wheel, 32 tons, 25 ft. diam.  
Puddling Train, Merchant Train, 16 in., built by Totten.  
Rotary Squeezer, Etc., Etc.  
Testing Machine.  
Roll Cutters.  
Milling Machines, and all Machinery necessary for Bridge Work. In lots to suit. Apply to  
WM. E. COFFIN & CO.,  
8 Oliver Street, Boston.

## Trade Report.

Office of THE IRON AGE.  
WEDNESDAY EVENING, August 25, 1875.

The past week has not been characterized by events of great importance in the financial markets. We are still experiencing our mid-summer dullness in Wall street, and there is but little to encourage speculation. Money continues very abundant, and borrowers on call are freely accommodated at 1 1/4 @ 2 1/4 per cent. Mercantile paper is fairly quotable at 4 @ 5 1/2 per cent. for prime.

The gold market has been dull and without animation, and we hear of no speculative combinations now at work to influence the course of the premium, which has moved within narrow limits, as shown in the following table:

	Highest.	Lowest.
Thursday.....	114 1/2	113 1/2
Friday.....	113 1/2	113 1/2
Saturday.....	113 1/2	113 1/2
Sunday.....	113 1/2	113 1/2
Monday.....	113 1/2	113 1/2
Tuesday.....	113 1/2	113 1/2
Wednesday.....	113 1/2	113 1/2

On Thursday the Treasury sold coin to the amount of \$1,500,000 at 113-52 @ 113-54.

In the bond market governments were strong in the currency issues and firm on 5 per cents. Gold bearing 6 per cents are quiet. Railway mortgages continue in good investment demand, and prices are strong. We give below the closing quotations of governments:

The stock market has been quiet, but fairly strong. The principal dealings have been in Lake Shore, St. Paul, Northwest, Rock Island, Western Union and Pacific Mail. We give below the highest and lowest of today's quotations of shares in the active list.

In the last bank statement there was a decrease in all the items. The banks, however, hold \$21,232,300, in lawful money in excess of the 25 per cent. required by law, which is \$927,800 less than last week. The following are the comparative totals:

	Aug. 14.	Aug. 21.	Difference.
Loans.....	\$283,541,900	\$292,961,200	Inc. \$9,419,300
Specie.....	13,442,100	12,385,700	Dec. 1,056,400
Leg. tend.....	70,726,200	70,399,700	Dec. 326,500
Deposits.....	248,093,200	246,176,800	Dec. 1,916,400
Circulation.....	18,412,700	18,234,500	Dec. 178,200

The currency question continues to increase in interest, and public opinion is taking shape. It is now evident that, should the West commit itself to what is known as the "rag money policy," the East and the South will not follow the lead, but that parties will be split and, probably, a new party organized with a pledge of specie payments, and reform as the principal planks of its platform. The issue of the Ohio canvas is awaited with greater interest than usually attaches to the gubernatorial contest in a Western State.

The following tables show the foreign trade movements for the week:

	1874.	1875.
Total for week.....	\$3,081,948	\$2,871,235
Prev. reported.....	\$29,514,343	\$28,646,362
Since Jan. 1.....	\$267,506,186	\$266,517,587

Among the imports of general merchandise were articles valued as follows:

	Quant.	Value.
Anvils.....	201	\$4,233
Brass.....	27	4,302
Bronzes.....	45	7,950
Chains and anchors.....	39	2,403
Copper.....	1,670	87,805
Cutlery.....	121	12,309
Guns.....	66	3,522
Hardware.....	36	4,693
Iron, pig, tons.....	25	1,042
Iron, sheet, tons.....	161	11,709
Lead, other, tons.....	2,187	16,093
Lead, pigs.....	130	16,628
Needles.....	15	8,116
Old metal.....	854	2,042
Platina.....	1	3,576
Per. caps.....	10	1,661
Saddlery.....	4	719
Steel, at St. Paul.....	2,261	15,909
Spelter.....	57,900	2,923
Tin, boxes.....	14,617	103,989
Tin, slabs, 1218.....	135,545	23,763
Wire.....	1,075	9,891
Zinc.....	5,500	368

EXPORTS, EXCLUSIVE OF SPECIE.

	1874.	1875.
For the week.....	\$5,281,459	\$5,660,319
Prev. reported.....	\$179,527,134	\$186,611,106
Since Jan. 1.....	\$184,808,583	\$192,271,425

Total for the week..... \$623,978  
Previously reported..... 62,009,424Total since January 1, 1875..... \$63,238,402  
Same time in 1874..... 39,602,471  
Same time in 1873..... 3,825,230  
Same time in 1872..... 55,840,441

Government bonds at the close were quoted as follows:

	Bid.	Asked.
U. S. Currency 6's.....	123 1/2	123 3/4
U. S. 5-20 reg.....	120 1/2	120 3/4
U. S. 6-1881, cou.....	121 1/2	121 3/4
U. S. 5-20 1864, reg.....	115 1/2	115 3/4
U. S. 5-20 1864, cou.....	116 1/2	116 3/4
U. S. 5-20 1865, reg.....	118 1/2	118 3/4
U. S. 5-20 1865, cou.....	118 1/2	118 3/4
U. S. 5-20 1866, reg. new.....	118 1/2	118 3/4
U. S. 5-20 1866, cou.....	118 1/2	118 3/4
U. S. 5-20 1867, reg.....	120 1/2	120 3/4
U. S. 5-20 1867, cou.....	120 1/2	120 3/4
U. S. 5-20 1868, reg.....	120 1/2	120 3/4
U. S. 5-20 1868, cou.....	120 1/2	120 3/4
U. S. 10-40 reg.....	114 1/2	114 3/4
U. S. 10-40 cou.....	116 1/2	116 3/4
U. S. 5-1881, reg.....	116 1/2	116 3/4
U. S. 5-1881, cou.....	116 1/2	116 3/4

The following were the highest and lowest prices of stocks to-day:

	Highest.	Lowest.
N. Y. Cen. & Hudson Consolidated.....	104 1/2	104 1/2
Lake Shore.....	61 1/2	61 1/2
Rock Island.....	107 1/2	107 1/2
New Jersey Central.....	111 1/2	111 1/2
Del. Lack. & Western.....	121 1/2	121 1/2
Michigan Central.....	66 1/2	66 1/2
Cleveland and Pittsburgh.....	90	90
Panama.....	142	142
Wabash.....	65 1/2	65 1/2
Western Union Telegraph.....	84 1/2	84 1/2
Atlantic and Pacific Telegraph.....	30 1/2	30 1/2
Northwestern.....	42 1/2	42 1/2
Milwaukee & St. Paul.....	57 1/2	57 1/2
Pacific Mail.....	40 1/2	40 1/2
Ohio & Mississippi.....	16 1/2	16 1/2
Union Pacific.....	73 1/2	73 1/2
Missouri Pacific.....	48 1/2	48 1/2
Hannibal & St. Joseph.....	24 1/2	24 1/2
Quicksilver.....	16 1/2	16 1/2
United States Express.....	44 1/2	44 1/2

## GENERAL HARDWARE.

Notwithstanding the fact that the country in general is adhering strictly to the conservative policy of purchasing just what goods their present requirements call for, and no more, a brisk trade, steadily increasing in volume as the season advances, is being done, and many of our city houses are fairly busy. In the matter of prices few changes of importance have transpired, and the tone of the market is firm and strong.

On the 18th instant the National Screw Company, by a vote of its stockholders, consolidated with the American Screw Company, of Providence, R. I.

In Foreign Hardware there is nothing of interest to note, except that it shares in the general improvement.

H. Burden &amp; Sons have issued a circular under date of 23d instant, advancing Horse and Mule Shoes 3/4c. per pound, making the price in this city \$5-12 1/2 per keg for Horse Shoes and \$6-12 1/2 for Mule Shoes. The quantity discounts remain as before. The Rhode Island Horse Shoe Company—Horace Durrie &amp; Co., agents—have issued a circular under same date, from which we extract the following:

Our present prices for Horse and Mule Shoes are as follows:

Perkins Pattern..... 5 cents per lb., cash.  
Rhode Island Pattern..... 5 1/2 " " "  
" City..... 5 1/2 " " "  
Mule Shoes..... 6 " " "  
Perkins Trotter or Snow Shoes 6 1/2 " " "  
Delivered free on board at Providence, R. I. Freight to Boston, 7 1/2 cents per keg; freight to New York, 10 cents per keg.

Sargent &amp; Co. have issued their discount sheet, revised to date. The changes it contains, which are few and unimportant, have nearly all been anticipated in our Price Current, on another page. They have also printed several pages to be inserted in their catalogue of 1874, illustrating new goods, and in some instances making void portions of the catalogue referred to. Among the new articles presented are Screen Door Catches in Berlin Bronze, a handsome line of Druggist's Drawer Pulls, some new patterns of Shutter Bars, Inside Shutter Hinges and Loose Pin Surface Butts in the same finish; they also present a new Clothes Line Pulley, No. 70, White Metal,







[illegible]



No. 1, Decorated, Jardiniere, each, \$15.00	
Fancy Iron Tables, Decorated—Assorted Colors, each, \$5.00	
No. 1, .....	7.00
No. 2, .....	7.50
No. 3, .....	8.00
Ladies' Work Stands, Decorated—Assorted Colors, each, \$5.50	
No. 1, .....	5.50
No. 2, .....	6.00
Umbrella Stands—Assorted Colors, each, \$2.50	
No. 1, .....	2.50
No. 2, .....	3.00
Black Walnut Frame Grates—Patented, each, \$3.00	
No. 1, .....	3.00
No. 2, .....	3.50
Patent Camp Kettles, each, \$1.00	
No. 1, .....	1.00
No. 2, .....	1.50
Patent Corrugated Sheet Metal Stove Pipe Elbows, each, \$1.00	
No. 1, .....	1.00
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No. 1, .....	1.00
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COMMON STAMPED WARE.	
Tin Bucket Covers, each, \$1.00	
No. 1, .....	1.00
No. 2, .....	1.50
Tin Cake Box Covers, each, \$1.00	
No. 1, .....	1.00
No. 2, .....	1.50
Tin Dinner Plates, each, \$1.00	
No. 1, .....	1.00
No. 2, .....	1.50
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Tin Dinner Plates, each, \$1.00	
No. 1, .....	1.00
No. 2, .....	1.50

informing the trade that having taken an interest in The Union Hardware Co. as one of its members, he will hereafter travel for this company, who will control the following goods, which they will offer in connection with their own manufactures: Bee Hive Files; W. A. Ives, Augers, &c.; Rugg Mfg. Co.'s Chisels, Drawing Knives, &c.; J. P. Verree & Co.'s Hammers, Hatchets, &c.

### BRITISH IRON MARKET.

(Specially reported by cable for The Iron Age.)

WEDNESDAY, Aug. 25, 1875.  
Scotch Pig.—The market has been depressed since last report, but rallied toward the close, and prices are now steady. The following are makers' quotations:

Guthrie No. 1, .....

Cottrell No. 1, .....

Guthrie No. 2, .....

Manufactured Iron.—There is but little business doing, and prices are declining. Best Staffordshire Bars are quoted at \$9.10 @ \$10.00.

Rails.—The market remains without change.

IRON.

American Pig.—The general stagnation so long prevailing in the iron market continues, and little, if anything, new can be written in regard to the condition of the trade.

The production still goes steadily on, and stocks are accumulating somewhat. Some makers are still talking of a further blowing out, but are deterred from so doing by the cost and trouble it would take to start again should any revival of demand make such action necessary.

The more prominent Lehigh companies are disposed to remain pretty steady in their asking views, and are obtaining it for the small lots selling, but it would be difficult to sell any quantity at such figures. We hear of sales during the week of 150 tons Allentown at \$26; 100 tons Lehigh Valley at \$26.50; 350 tons Thomas at \$24.50 @ \$26; and 500 or 600 tons ordinary grades on private terms. We quote: No. 1 Foundry, \$26 @ \$27; No. 2 Foundry, \$24 @ \$25; Gray Forge, \$22 @ \$24; White and Mottled, \$21 @ \$22.

Scotch Pig.—The stock of Scotch iron continues light and in few hands, and as very little is known to be on the way, holders are enabled to obtain late prices for the small lots wanted; very little if any inquiry, however, exists for large parcels. We hear of sales of 100 tons Eglinton, at \$29, from yard, and 150 tons, ex-ship, at a private price. We quote, Eglinton at \$29 @ \$30, and Cottrell, \$31 @ \$32.

Bar.—There is only a moderate jobbing demand from store at about late prices.

Rails.—The general demand for new Domestic Rails is rather light, but most mills are running on back orders, and do not appear to be very anxious for fresh orders at the moment. Prices, therefore, are steadily held.

There have been some reported sales during the week of about 6000 tons, but cannot be traced, and generally thought to be either deliveries or settlements on old contracts. We quote at \$47 @ \$50, currency, for Domestic, and \$48 @ \$50, for Welsh.

Old Rails.—There is only an occasional inquiry for Old Rails. The stock is ample, but well controlled, and not pressing on the market, so prices are steady. We notice sales of 425 tons at about \$26.50, and 100 tons old Street, side bearing, at \$29, prompt cash, at Philadelphia—generally considered an outside price. We quote at \$26 @ \$26.50.

Scrap.—There has been rather more movement in Scrap Iron the past few days, on a basis of about steady values, the market at the close looking a shade better. Sales, 125 tons at \$31, 300 tons No. 1 at \$32, and 475 tons on private terms, 300 of which is said to have been better than \$32. We continue to quote, however, at \$31 @ \$32 for No. 1.

Metals.

Copper.—There is a rumor of a transaction just about being consummated which is to embrace between 3,000,000 and 4,000,000 pounds Lake Copper on future delivery, not for export, present prices being too high and gold too low. If the said business should come to pass, and the Copper remain under the control of powerful parties, it could not fail to assist the upward movement which has been developing during the past week or two without an effort, the market rising through its own inherent strength and sound condition. The spot sales for the week have been 300,000 lbs. at 23½¢ @ 23¾¢, the market closing strong at 23½¢ bid, and 23¾¢ asked. Nothing has transpired in futures. Baltimore we may quote 23½¢ @ 23¾¢, with a moderate demand. London, per cable on Saturday, was £83 for Chili Bars, and £89 for Best Selected. Our manufacturers, seeing business improve somewhat on their hands, have begun to enter the market more resolutely, and the result has been a gradually hardening tendency, the bulk of the available and remoter supply being in firm hands. Steadiness in Copper values has been characteristic of the current year thus far, enabling the manufacturer to make his calculations with precision, and preventing the underselling of one manufacturer by the other. The important improvement in England of 24 per ton within the short space of not quite four weeks, has, of course, not failed to buoy up the hopes of our principal holders, now that we are emerging from the ordeal of summer dullness. Mail accounts from London up to August 14 express themselves to the following effect: "The demand has been good from consumers and exporters, but operators for a fall have also taken a fair share of the quantities sold, and, judging from their inquiries, it would appear that they still have to cover several contracts made by them for delivery during the present month." When the recent London failures took place, some operators there seemed to have thought that the bottom would fall out of metals, but they overlooked the silent influences of increased

consumption that had been at work and had changed the whole face of things. Finding themselves entrapped in a bad speculation, they are now buyers at a heavy loss to cover their contracts, and thus help in precipitating the extraordinary advance we are witnessing. The manufacturers of Copper have been well sustained at the following rates: New Copper Sheathing, 30c; Bolts and Braziers, 31c; Bronze and Yellow Metal Sheathing, 23c, and Bolts, 28c.

Tin.—This article has astonished the metal trade of Europe by the vigor it has displayed in pushing off into consumption such unexpectedly large amounts, at London alone the exports and deliveries during the first seven months of the current year reaching 10,010 tons Foreign, against 5095 and 4287 in 1874 and 1873, the July export and deliveries thereof having been 1906, against 947 and 641 in 1874 and 1873. The total deliveries proper between England and Holland have been 12,013 tons, against 7704 and 6658 in 1874 and 1873. There remained on hand and afloat 13,644 tons on Aug. 1. It is not unlikely that the magnitude of this supply may check a further important improvement, but the accounts per cable from Australia are favorable to holders, only about 350 tons having been shipped thence to England in July, not to speak of the reported decrease of production in the province of Queensland. Singapore wires \$22, and Penang \$21.62½ per cask. There is now little room for doubt on the subject we have dwelt upon on a former occasion, viz.: "That the extreme cheapness of Tin, as compared to other metals, has stimulated its consumption for uses for which it had not been adopted previously." It is, of course, difficult to trace this; but there is a strong conviction among metal people that this has been the case, for how else could it be explained that such enormous quantities disappear at a time when English Tin Plate production has been materially lessened? But, however this may be, London, which had declined to £77.6 for Straits Tin, now cables £82 today, with an upward tendency and strong market, while English Common is £87, equal to 19c, gold, here. Our own market is, if possible, in a better position than the European, the supply being light, present and prospective, and the increase of consumption as rapid and healthy as in Europe. A fair jobbing demand has prevailed among us, and we quote the three leading kinds 19c, gold, in large lots, all round, and Banca nominally 23c, gold. Tin plates have been very quiet indeed, the dealers not stopping beyond a moderate jobbing trade. The following are the quotations, gold, in bond, for larger lines, per box: Charcoal Bright, \$7.75 @ \$8.00; ditto Terne, \$7.25 @ \$7.50; Coke Tin, \$6.75; and ditto Terne \$6.50.

Lead.—St. Louis, under date 23d instant, wires: "Lead scarce and advancing."

The heavy rains out West have checked production for the time being, a good many mines having been flooded, not all of them in a position to remove this impediment promptly. It should not be overlooked, however, that the trade demand is as yet light, and that, despite a temporary curtailment, production is as yet ample enough out there to supply the present moderate requirements. The consequence is that our market is not stirred up in the least. For Lead Pipe for building purposes not much demand is expected this season; it may be different as regards Shot. The immediate future will, in due course, enlighten us on this subject. Meanwhile, we remain listless at 5.87½¢ @ 5.90¢, gold, Domestic. Sales for the week but 75 tons, and Foreign nominally 6½¢, gold. St. Louis, per telegraph, offers fine Lead laid down here at 7.00¢, currency, and Common at 6.65¢, currency. The Lead supply in Europe, as per London mail accounts of Aug. 14th, remained scanty, and the metal was fully sustained; The manufacturers of Lead are steady, as follows: Bar, 8½¢; Pipe, 9½¢; and Sheet, 9½¢, less 10 per cent. to the trade.

Spelter.—Some people seem to suspect that the one or the other of the combination parties broke loose from the agreement, as they say it cannot be satisfactorily explained why they are being steadily undersold at 7.10¢ @ 7.12½¢, currency, thirty days, with Domestic Spelter, while officially the main body of the combination adheres to its figure of 7½¢, currency, thirty days. But suspicion of the kind may have no foundation in fact, and the lots thus offering low may, for aught we know, have been bought long ago, when the price was low. At all events, the market still lacks vitality, and the moderate wants of consumers have been easily supplied within the above extremes for a range. Foreign is dull and nominal at 7½¢ @ 7½¢, gold. Europe, on the 14th inst., was dull, and in some metal markets on the Continent it was less firm. Sheet Zinc.—A moderate jobbing demand exists within the range of 8½¢ @ 8½¢, gold, according to size.

Antimony is not over active at 13½¢ @ 13½¢, gold. Foreign in larger lots and 13½¢, gold, in a small way. Stocks are running down, and the sales now making cannot be replaced from England at anything like the selling price here. London, August 13, remained 25½ @ 25½.

COAL.

We have no special feature of interest to report in the condition of the coal market this week. The quantity of coal coming to market still continues to increase, and dealers are well supplied. Monthly circulars have already been issued for the month of September, according to the Associated Coal Companies' programme, which advances the price of Anthracite Coal five and ten cents per ton. Cumberland Coal meets with a fair inquiry at steady rates. Foreign Coals are dull, and there is less inquiry than usual, owing to the cheapness of domestic.

The following are the circular prices fixed by the coal companies which are represented by Frederick A. Potts, 110 Broadway, for delivery during the month of September:

SHIPPED FROM PORT JOHNSON, ELIZABETHTOWN, BOMBAY, HONGKONG, SHANTUNG AND PERTH ARBOY.

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The quantity of Coal sent from the Schenck mill region the last week was by rail 124,491 tons; canal, 30,717 tons; for the week, 155,208 tons, against 104,037 for the corresponding week last year. Increase, 51,171 tons.

The supply sent from all the regions was: Anthracite, 612,340 tons; Bituminous, 70,897 tons; for the week, 683,237 tons, against 504,117 tons for the corresponding week of last year. Increase, 188,120 tons.

The supply sent from all the regions for the year foots up 10,619,823 tons Anthracite and 2,214,679 tons Bituminous. Total, 12,834,502 tons, against 14,111,994 of all kinds for corresponding period last year. Decrease, 1,277,492. The decrease in Anthracite was 1,345,860 tons.

We quote as follows: Anthracite, \$4.90 @ \$5.90; Cumberland, \$6.25 @ \$6.75; West Virginia, \$6.75 @ \$8; James River Steam, \$6.25; James River Carbonite, \$9 @ \$9.50; Kanawha House, \$11.50; American Gas, \$6.75 @ \$7.25; American Cannel, \$12 @ \$14; Pennsylvania and Westmoreland, \$6.75; Murphy Run, \$6.50; Newburg Orrel, \$6.50; Sterling Ohio, \$10; Ince Hall, \$17 @ \$18; Liverpool House Cannel, \$17; Liverpool Gas, \$12; Newcastle Gas, \$7.50; Scotch, \$7.50 @ \$8.

The Coal transported over the Cumberland Branch Railroad during the week ending Aug. 21, 1875, amounted to 5469 tons, as against 4686 tons shipped in the corresponding period of last year, showing an increase of 783 tons.

Over the Cumberland & Pennsylvania Railroad, for the same period, the shipments were 43,329 tons, against 48,092 tons shipped in 1874, a decrease of 4763 tons. The aggregate amount of Cumberland Coal shipped by the various companies so far this year amounts to 1,432,632 tons.

OLD METALS, PAPER STOCK, &c.

Business in this market still continues quiet, and quotations remain about the same as last reported. Old Metals are as dull as we have noted heretofore, and there is little demand from consumers for any description of stocks.</



Copper: Delivered in Liverpool, per ton.							
	£	s.	d.	£	s.	d.	
Bolt and Sheathing.....	93	0	0	94	0	0	
Tile.....	88	0	0	90	0	0	
Tough cake.....	87	0	0	89	0	0	
Best selected.....	90	0	0	91	0	0	

[For other Trade Matter see page 17.]

Common Horse Nails, from 14c. to 18c. per pound.	10	9	8	7	6
Putnam Horse Nails.....	33	34	25	26	28c. per lb.
	10	9	8	7	6
Globe Horse Nails.....	33	24	25	26	28c. per lb.
R. R. Spikes.....	5½	by 9-16	at 3c	to 3½c.	per lb.

Messrs. R. C. HOFFMAN & Co., Iron and commission merchants, Nos. 23 and 25 South Frederick street, report the Pig Iron market as

But this is not all; he has applied the natural well gas of Pennsylvania as a fuel to all the purposes of his iron works—the heating of furnaces and the generating of steam. By the application of blast, injected at the top of the furnace, he has also used the principle of the blow pipe in the making of finished iron, to the conspicuous economy of the working and the

has been transacted during the past week. Pig iron still rules on a quietly low level, and any purchaser with a commission worth being seriously entertained meets with comparatively little difficulty in arranging with the producer for some accommodation in respect of prices. Hematites are easy at the drop recorded in last week's issue, the following being current

There is very little alteration in cutlery, but from what I hear I am inclined to think that there is a clearer and somewhat surer demand from the United States and from British North America than there has been of late. Whether matters on your side are taking a seasonable fall spurt already, or not, you will be better aware than myself; but it is an undoubted fact

Charcoal, I. C. ....	£	s.	d.	£	s.	d.
Coke, I. C. ....	1	8	0	1	10	0
<i>Copper: Delivered in Liverpool, per ton.</i>						
	£	s.	d.	£	s.	d.
Bolt and Sheathing .....	88	0	0	94	0	0
Tile .....	86	0	0	89	0	0
Tough cake .....	87	0	0	89	0	0
Best selected .....	90	0	0	91	0	0







## CAST STEEL CORN HOOKS.

The blades are polished and ground to Sharp Cutting Edge ready for use. The handles are of first-class timber with square end, and are firmly strapped and rivetted to the blade, and are as pronounced by the trade the best and most durable article in the market. Packed in barrels of seven dozen each.

Sole Agents for **STANDARD RULE CO.'S**  
Boxwood, Ivory, Ebony, and Patent Parly Color



**RULES,**  
Adjustable & Non-Adjustable  
**PLUMBS & LEVELS.**

Their Adjustable Level is the Simplest, strongest and most Reliable one in the market. The Spirit Glass is in a metallic case of such a shape at each end as to exactly correspond and bear easily upon perfect curve of a recess formed in the stock for its reception. The case is secured at each end to the stock by a strong screw. When the Level requires adjustment the top plate is removed, one screw is loosened and the other driven until required position is reached. The Plumb Glass is arranged on the same principle. The Top Plate protects the adjustment against thoughtless or mischievous persons, the security being well worth the trouble required to remove it when an adjustment is necessary.



Agents for **CORR & DREW'S** Rivets and Tacks. **RIPEY MFG. CO.**, Mallets, Mouse Traps, Bang Sticks, &c. **ATWATER MFG. CO.**, Carriage Hardware, Clips, Couplings, &c. **FALLEY HARDWARE CO.**, Bow Pins, Bull Rings, Saw Sets, &c. **AMERICAN LOCK MFG. CO.**, Store Door Locks, Padlocks, &c. **R. HUMPHREY & CO.**, Spoons, Ferrules and Tin Washers.

MANUFACTURERS OF

**Nuts, Washers, Machine, Stove, Carriage, Plow and Agricultural Bolts, &c., &c.**

**UNION NUT CO., 78 Beekman Street, N. Y.**

Factory, **UNIONVILLE, CONN.**

**BAILEY'S PATENT ADJUSTABLE PLANES.**  
**IRON AND WOOD. 30 different styles.. 100,000 ALREADY IN USE.**

Smooth Planes,  
Jack Planes,  
Fore Planes,  
Jointer Planes,  
Block Planes,  
Rabbit Planes,  
Circular Planes.



Carpenters,  
Cabinet Makers,  
Car Builders,  
Carriage Makers,  
Millwrights,  
Wheelwrights,  
All Use them

Manufactured by the **STANLEY RULE & LEVEL CO.,**  
Factories: New Britain, Conn. Warehouses: 35 Chambers Street, New York.

**Ecton Mills Genuine London  
TURKEY EMERY.**

TRADE MARK.



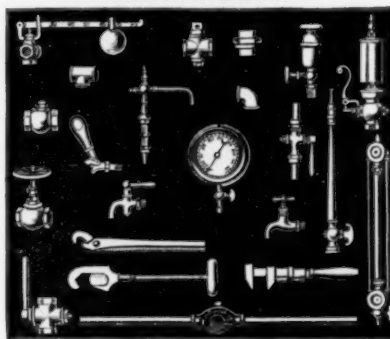
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Wrought Iron  
**PIPE,**  
Cast Iron  
**FLANGED PIPE,**  
Cast Iron  
**RADIATORS**  
and **BOILERS.**



Brass & Iron  
**STEAM**  
Gas & Water  
**FITTINGS.**  
**PLUMBERS'**  
**MATERIALS.**

**STEAM GAUGES, TOOLS,**  
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SUCCESSOR TO

**FAIRBROTHER & FALES**

Sole Owner and Manufacturer of

**Page's Patent Lace Leather,**

And Manufacturer of

**OAK BELTING,**

Also, Picker or Moccasin Leather, for Boot and Shoe Packs.

Angular Belting and Putties made to order.

**PAWTUCKET, R. I.**

Ask for Star Stamped Lace Leather.

**GOLD MEDAL  
Non-Extensible Razor Belt.**

PATENTED JULY 25, 1871.

RE-ISSUED MAY 13, 1873, and JUNE 9, 1874.

In this Strap the liability of the leather to stretch and become loose and porous is prevented by the use of a patented non-extensible base, which supports the leather and secures

**PERMANENT ELASTICITY.**

We make this style with single rod, double rod, and wood frames, and intend that it shall, in quality, compare favorably with our other well known brands.

**BENJAMIN F. BADGER, Manufacturer,**

Badger Place, Charlestown, Mass.

Pipe, Fittings, &c.

**WROUGHT IRON  
INDESTRUCTIBLE ENAMELED PIPE**  
For Water, Gas, Sewage & Soil Pipe.

Manufactured Solely by

**NATIONAL TUBE WORKS CO.,**  
Also Lap Welded Steam & Gas Pipe & Boiler Tubes.

Tubing & Casing for Artesian, Oil & Salt Wells (with Patent Protecting Coupling).  
A Specialty made of Large Wrought Iron Lap Welded Tubes, 8 in. to 14 in. diameter.

**MACK'S PATENT INJECTOR, ETC.**

Works and Offices at **BOSTON, MASS.,** and **McKEESPORT, PENN.**

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**BRASS COCKS**

For **STEAM,**  
**WATER**

and **GAS.**  
Wrought Iron Pipe & Fittings, Plain and Galvanized  
**PLUMBERS' MATERIALS.**

Illustrated Catalogue sent by express to the Trade on application.

Factory, Paterson, N. J.

56 John Street, N. Y.

**The Acme Pipe Cutter.**  
**MADE ENTIRELY OF SOLID CAST STEEL.**  
Cuts Wrought Iron, Brass and Copper Pipes, Round Iron &c perfectly true without leaving burr on pipe, contracting or splitting it. Cuts out a chip similar to a lathe tool. The knife may be removed and ground. Send for descriptive circular to manufacturers.  
**Pancoast and Maule**  
PHILADELPHIA PA.

**WM. ESTERBROOK,**  
Wholesale Manufacturer of  
**Coal Hods,**  
**FIRE SHOVELS, Etc.**  
311 Cherry St., PHILADELPHIA.

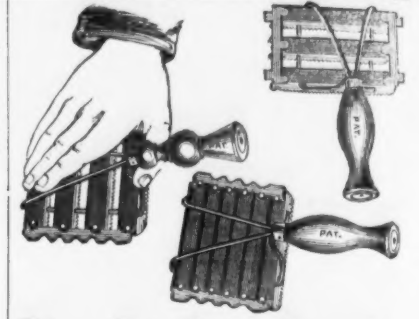
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Manufacturers, Syracuse, N. Y.

**ENCAUSTIC TILES.**  
**ALEXANDER FINDLAY,**  
Importer,  
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Sole Agent in the U. S. for  
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**R. D. WOOD & CO.,**  
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Manufacturers of  
**Cast Iron Pipe**  
FOR WATER AND GAS.  
Lamp Posts, Valves, &c.,  
Mathew's Pat. Anti-Freezing Hydrants.  
400 CHESTNUT STREET.

**CHAPMAN VALVE MFG. CO.,**  
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**Water,**  
**Gas**  
AND  
**Steam**  
**VALVES.**  
**Hydrants.**  
Send for circular.



**The Perfect Comb.**

We call your attention specially to our new patent end-less wire frame comb. The result of a long series of experiments, made with a view to meeting all the requirements of a Perfect Comb. It is better, stronger, and more durable than any ever before invented. The raised wire shank gives what has never before been attained, viz: a rest and brace for the thumb, in such a position that the hand cannot come in contact with the horse while using the comb. The wire braces which run from the shank over the back to the front teeth give strength and durability in a direction never heretofore attained, and at the same time serve as an extra handle; and when clasped by the fingers in connection with the raised shank the comb is more firmly, easily, and completely held, and with much less fatigue to the hand than is possible in any other formation—in short, it needs but a trial to vindicate its name: **The Perfect Comb.**

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382 2d Ave., cor. 22d St., N. Y.

**WILLIAMS WHITE & CHURCHILL**  
Successors to  
**MACKRELL & RICHARDSON MFG. COMPANY**  
Manufacturers of  
**Builders' Hardware,**  
Locks, Hinges, Hooks and Staples,  
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Proprietors and Manufacturers of  
**WHEATCROFT'S SELF-ADJUSTING**

**Pipe Wrench,**  
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"Patented" Furnace Charging Scale.  
Double Beam R. R. Track Scale, Compound Parallel Crane Beams, &c. Patented First Power Lever Wagon Scales. Testing Machines any capacity.



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The largest stock of Fire Brick of all shapes and sizes on hand, and made to order at short notice.

**Cupola Brick, for McKenzie Patent,**  
and others. Fire Mortar, Ground Brick, Clay and  
Sand. Superior Kaolin for Rolling Mills and Found-  
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from my own mines at New Jersey and Staten Island,  
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GAS WORKS, LIME KILNS, TANNERIES, BOILER  
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ESTABLISHED 1866.  
**FIRE BRICK**  
reliable quality for all purposes, manufactured of the

## EEKSKILL FIRE BRICK WORKS

Established 1831.  
**HORTON & MABIE,**

**-ire Brick of all kinds.**

### STOVE AND RANGE LININGS

## BLACK LEAD

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**ADAM NEWKUMET.**

**1537 & 1539 N. Front St., Phila., Pa.,**  
**or Steel, Brass, Nickel, Copper, Bronze, &c**  
 Equal to any in the market, and all guaranteed.

Respectfully ask consumers to give us a trial!

# Philadelphia Fire Brick

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Office, 23d and Vine, Philadelphia.  
**PHILIP NEWKUMET,**  
 Successor to JOHN NEWKUMET, Bookbinder.

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Articles of every description made to order  
short notice, and in a very superior manner.  
"CLAY RETORTS FOR SUGAR HOUSES."

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**BRICK PRESSES,**  
For Fire and Red Brick.

**Works, 1819 Germantown Ave., Phila.**

**GEO. CARROLL.**  
 Oldest and Largest Establishment of the kind in the U. S.  
**F. I. & D. CARROLL**

Manufacturers of Pennsylvania Brick Machine  
Little Giant Pipe Machine, Wire and Red Brick

Presses, Clay Wheels, Tile Machines, Stamper Grinding Pans. Brick Yards fitted out for running by steam or horse. Heavy and Light Castings. Send for circular.

**Iron Works & Machine Shop**  
MARCUS SCHANTZ

Having established himself in the Iron and Machine business in Water St., Perth Amboy, is now prepared to execute all orders in machinery, such as  
**STEAM ENGINES, BRICK MACHINES,  
 TRUCK PRESSES AND TILING MACHINES.**

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**MILLER'S BRICK PRESSES,**  
Established, 1844.

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Factory, 309 S. 5th Street, Phila. S. P. MILLER

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**WALKER,**  
FIRE BRICK

## Clarion Brands of FIRE BRICK.

&c., our  
unequaled.  
ing Mills.

CLARION

Linings  
Blasts of  
Lime  
Our Clar-  
passed.







# HENRY DISSTON & SONS, Keystone Saw, Tool, Steel and File Works.

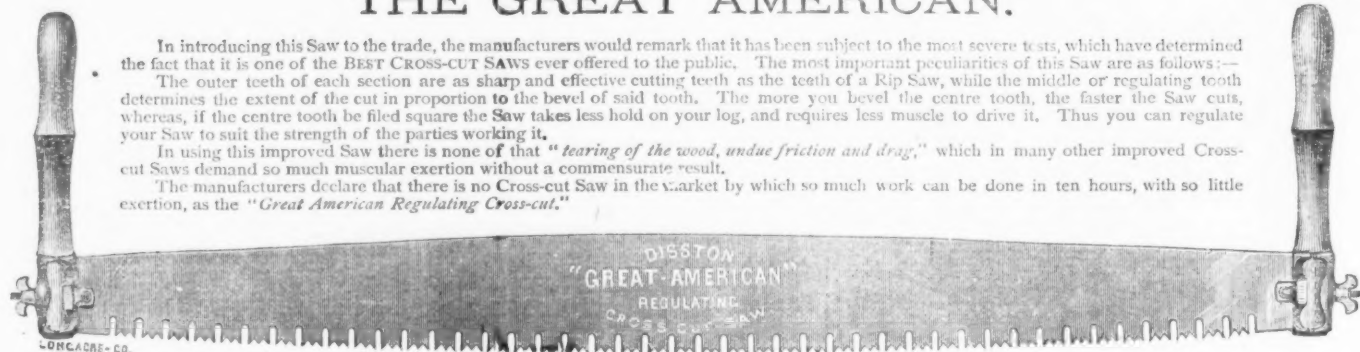
Front and Laurel Streets, Philadelphia.

Branch Works, Tacony, Philadelphia.

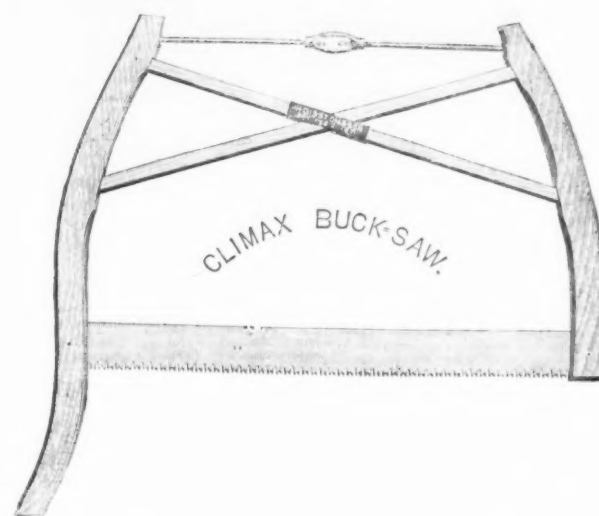
Branch House, Randolph & Market Streets, Chicago, Ill.

## Our Celebrated CROSS-CUT AND WOOD SAWS.

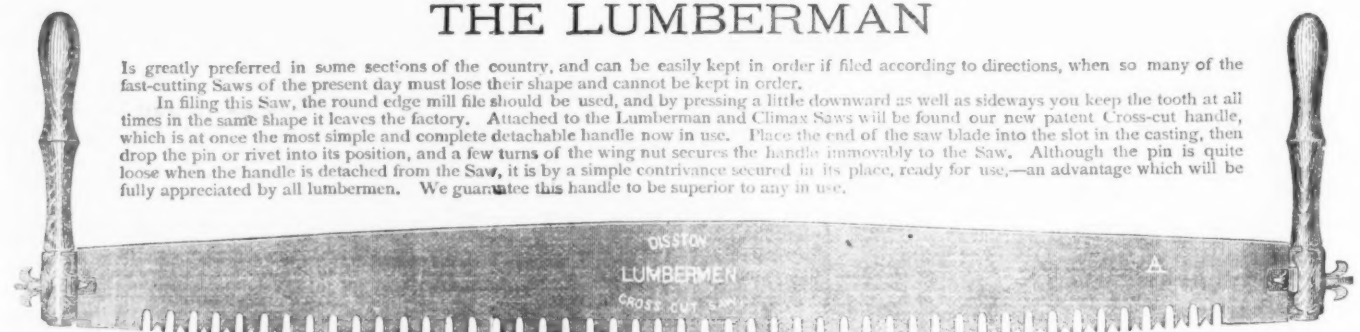
### THE GREAT AMERICAN.



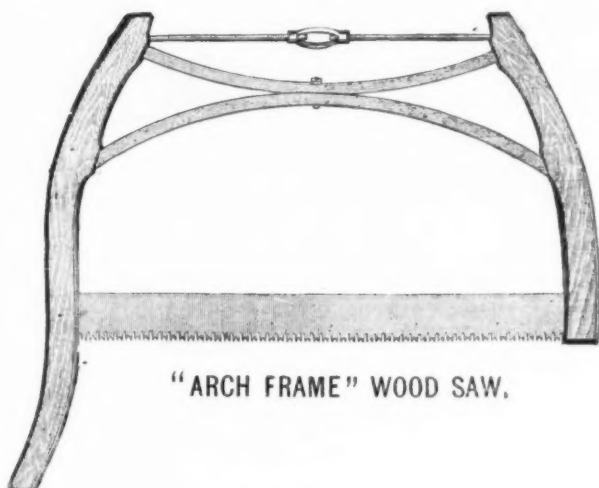
In introducing this Saw to the trade, the manufacturers would remark that it has been subject to the most severe tests, which have determined the fact that it is one of the BEST CROSS-CUT SAWS ever offered to the public. The most important peculiarities of this Saw are as follows:—  
The outer teeth of each section are as sharp and effective cutting teeth as the teeth of a Rip Saw, while the middle or regulating tooth determines the extent of the cut in proportion to the bevel of said tooth. The more you bevel the centre tooth, the faster the Saw cuts, whereas, if the centre tooth be filed square the Saw takes less hold on your log, and requires less muscle to drive it. Thus you can regulate your Saw to suit the strength of the parties working it.  
In using this improved Saw there is none of that "tearing of the wood, undue friction and drag," which in many other improved Cross-cut Saws demand so much muscular exertion without a commensurate result.  
The manufacturers declare that there is no Cross-cut Saw in the market by which so much work can be done in ten hours, with so little exertion, as the "Great American Regulating Cross-cut."



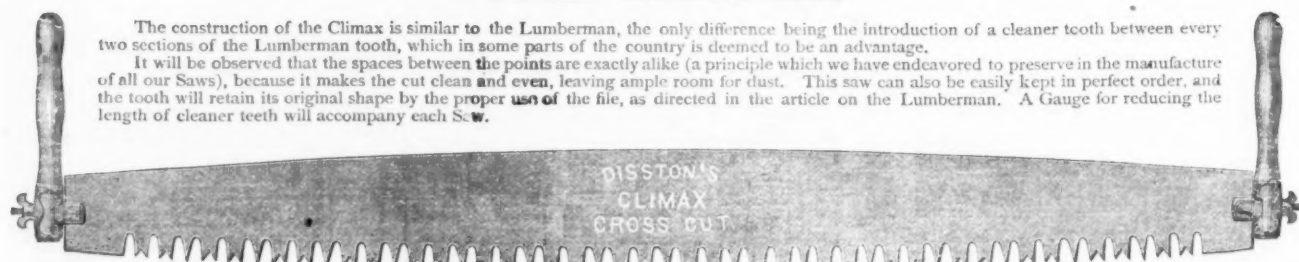
### THE LUMBERMAN



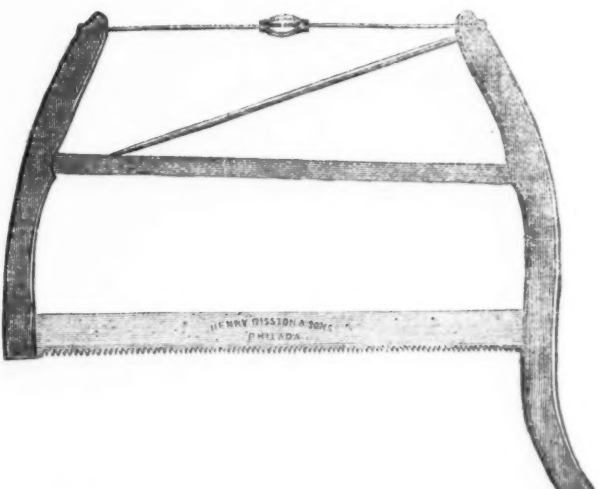
Is greatly preferred in some sections of the country, and can be easily kept in order if filed according to directions, when so many of the fast-cutting Saws of the present day must lose their shape and cannot be kept in order.  
In filing this Saw, the round edge mill file should be used, and by pressing a little downward as well as sideways you keep the tooth at all times in the same shape it leaves the factory. Attached to the Lumberman and Climax Saws will be found our new patent Cross-cut handle, which is at once the most simple and complete detachable handle now in use. Place the end of the saw blade into the slot in the casting, then drop the pin or rivet into its position, and a few turns of the wing nut secures the handle immovably to the Saw. Although the pin is quite loose when the handle is detached from the Saw, it is by a simple contrivance secured in its place, ready for use,—an advantage which will be fully appreciated by all lumbermen. We guarantee this handle to be superior to any in use.



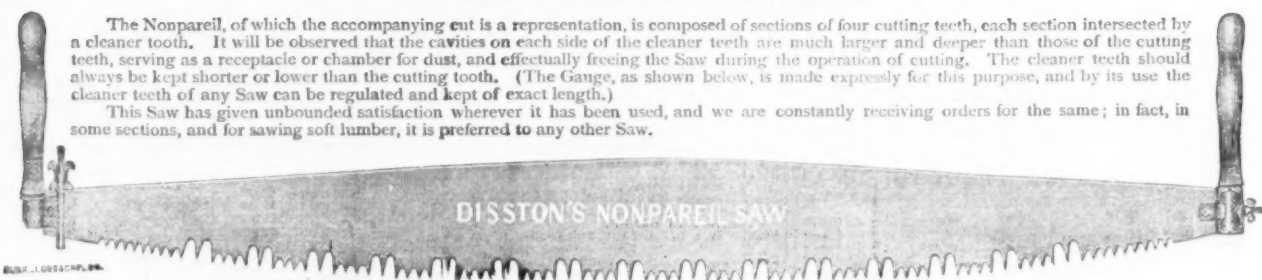
### THE CLIMAX.



The construction of the Climax is similar to the Lumberman, the only difference being the introduction of a cleaner tooth between every two sections of the Lumberman tooth, which in some parts of the country is deemed to be an advantage.  
It will be observed that the spaces between the points are exactly alike (a principle which we have endeavored to preserve in the manufacture of all our Saws), because it makes the cut clean and even, leaving ample room for dust. This saw can also be easily kept in perfect order, and the tooth will retain its original shape by the proper use of the file, as directed in the article on the Lumberman. A Gauge for reducing the length of cleaner teeth will accompany each Saw.



### THE NONPAREIL.



The Nonpareil, of which the accompanying cut is a representation, is composed of sections of four cutting teeth, each section intersected by a cleaner tooth. It will be observed that the cavities on each side of the cleaner teeth are much larger and deeper than those of the cutting teeth, serving as a receptacle or chamber for dust, and effectually freeing the Saw during the operation of cutting. The cleaner teeth should always be kept shorter or lower than the cutting tooth. (The Gauge, as shown below, is made expressly for this purpose, and by its use the cleaner teeth of any Saw can be regulated and kept of exact length.)  
This Saw has given unbounded satisfaction wherever it has been used, and we are constantly receiving orders for the same; in fact, in some sections, and for sawing soft lumber, it is preferred to any other Saw.



### GAUGE FOR REGULATING CLEANING-TEETH.

The Cleaning-Teeth of all Saws should be somewhat shorter than the Cutting-Teeth, and, although shortened, they should be of uniform length throughout. The inner edge of the Gauge rests on the points of the Cutting-Teeth, the Cleaning-Teeth projecting through the opening in center of Gauge. Reduce the projecting points by means of a File, until arrested by the edges of the Gauge, which is made of hardened steel. Thus Tooth after Tooth can be rapidly and correctly reduced to an even length by any unskilled operator.



Showing the Gauge in Position for Filing the Cleaner-Tooth.



Metallic	\$5 00	5 50	6 00	6 50	35 c
Razor Straps.	11	13	15	15	15
Evans's					dis 25 4 c
Genuine Emerson (H. F. Badger or C. Emerson)					dis 27 30 c
Imitation Emerson.					dis 25 4 c
Hunt's					dis 10 15 c
Chambers					dis 10 15 c
Torrey's					dis 10 15 c
Saunders's					dis 10 15 c
W. L. Allen					dis 10 15 c
Iron and Tinmed.					dis 25 4 c
In bulk.					dis 15 4 c
Copper list.					dis 20 4 c
No. 1b.	45c	50c	55c	60c	65c
No. 2b.	45c	50c	55c	60c	65c
No. 3b.	45c	50c	55c	60c	65c
No. 4b.	45c	50c	55c	60c	65c
No. 5b.	45c	50c	55c	60c	65c
No. 6b.	45c	50c	55c	60c	65c
No. 7b.	45c	50c	55c	60c	65c
No. 8b.	45c	50c	55c	60c	65c
No. 9b.	45c	50c	55c	60c	65c
No. 10b.	45c	50c	55c	60c	65c
No. 11b.	45c	50c	55c	60c	65c
No. 12b.	45c	50c	55c	60c	65c
No. 13b.	45c	50c	55c	60c	65c
No. 14b.	45c	50c	55c	60c	65c
No. 15b.	45c	50c	55c	60c	65c
No. 16b.	45c	50c	55c	60c	65c
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No. 87b.	45c	50c	55c	60c	65c
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No. 90b.	45c	50c	55c	60c	65c
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No. 92b.	45c	50c	55c	60c	65c
No. 93b.	45c	50c	55c	60c	65c
No. 94b.	45c	50c	55c	60c	65c
No. 95b.	45c	50c	55c	60c	65c
No. 96b.	45c	50c	55c	60c	65c
No. 97b.	45c	50c	55c	60c	65c
No. 98b.	45c	50c	55c	60c	65c
No. 99b.	45c	50c	55c	60c	65c
No. 100b.	45c	50c	55c	60c	65c



Crude, refined, .....	1 1/2
Wipe, bleached, .....	1 1/2
Lead, Extra refined, .....	2 1/2
Card, Pure Winter, .....	1 1/2
" Spring, .....	1 1/2
Cotton Seed, crude, .....	1 1/2
" Southern Yellow, .....	1 1/2
" White, .....	1 1/2
Natural Lubricating, .....	1 1/2
Asphaltum, .....	1 1/2
Caustic, .....	1 1/2
Black, .....	1 1/2
Dryer, Patent, Am'g, .....	1 1/2
" English, .....	1 1/2
Flock, .....	1 1/2
Frosting, .....	1 1/2
Blue, White, .....	1 1/2
Sheet, .....	1 1/2
Glaziers' Points, Zinc, .....	1 1/2
Gun, Copal, .....	1 1/2
" Dunar, .....	1 1/2
" Shellac, English, .....	1 1/2
" " dark, .....	1 1/2
Aluminate, .....	1 1/2
Pumice Stone, selected Lump, .....	1 1/2
" powdered, .....	1 1/2
" duty in bladder, .....	1 1/2
" in bulk, .....	1 1/2
Cotton Stone, soft, English, .....	1 1/2
Wool, Turpentine, .....	1 1/2
Whiting, Spanish, .....	1 1/2

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1 "	56 "	2 3/4 x 32 "
1 1/4 "	58 "	2 3/4 x 34 "
1 1/2 "	60 "	2 3/4 x 36 "
1 3/4 "	62 "	2 3/4 x 38 "
2 "	64 "	2 3/4 x 40 "
2 1/4 "	66 "	2 3/4 x 42 "
2 1/2 "	68 "	2 3/4 x 44 "
2 3/4 "	70 "	2 3/4 x 46 "
3 "	72 "	2 3/4 x 48 "

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Manufactured by

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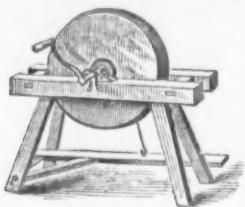
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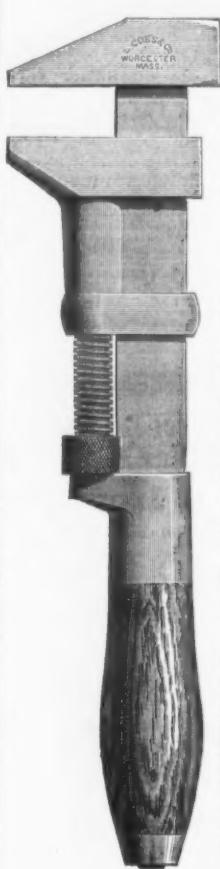
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made with ribs on the inside, having a full  
bearing on the front of bar (see sectional view),  
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ties who seem to rely upon our improvements  
to keep up their reputation as manufacturers,  
and although the fact of their imitating our  
goods may be good evidence that we manufac-  
ture a superior Wrench, we wish the trade may  
not be deceived on the question of originality.  
Trusting the trade will fully appreciate our  
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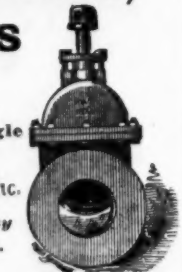
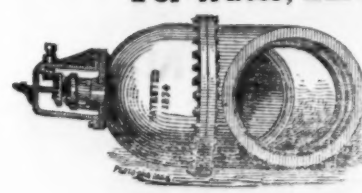
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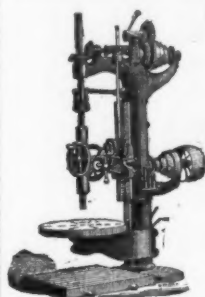
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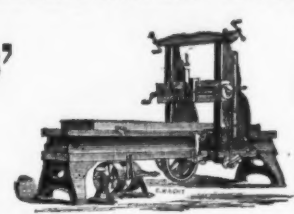
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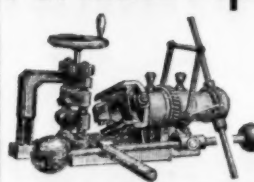
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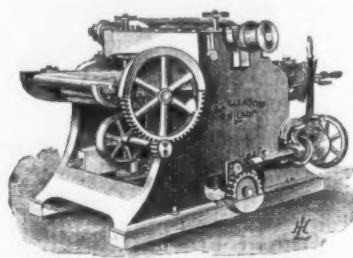
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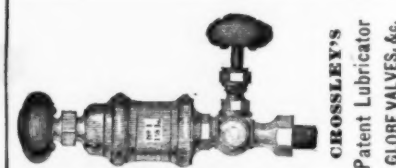
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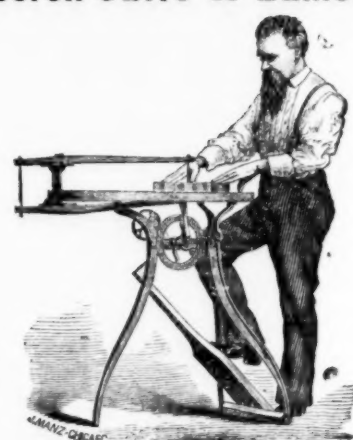
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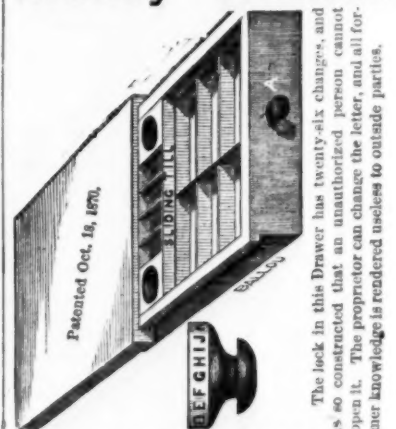
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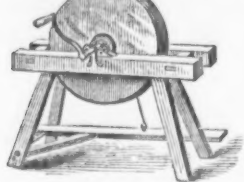
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N. C. Stiles' Patent.This Drop (which has been illustrated in this Journal  
of that class in which the Hammer is raised by a stiff  
belt or board passing up between two friction rolls, and  
is so well known that we will only describe our improve-  
ments. The patent is now working under the name of  
BENNETT HOTCHKISS (who in an interference case with  
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and N. C. STILES. Our improvements consist:  
First—Of an arrangement of parts that makes it the  
most complete jolting Hammer, and will take the place  
to a great extent, of all other kinds for forging. In ad-  
dition to the upright rod, which is operated by the ham-  
mer to open and close the rolls, we place another rod  
the lower end of which is secured to the end of a lever  
which is operated by the hand or foot, which operation  
also opens and closes the rolls, and the lower end of  
this rod has a slot, so that the action of the hammer will  
not disturb the hand lever, thereby preventing the hand  
being injured, as otherwise would be the case.  
Second—No dog is used on the upright to hold up the  
hammer. The belt or board passes up between two  
cam-rolls placed under the rolls, so arranged that as the  
hammer goes down it will freely open of themselves, but  
as the hammer rises it will close and hold up the hammer.  
To let the hammer fall the clamps are opened by pres-  
sure upon the foot treadle.  
Third—The board or belt is secured to the hammer by  
an elastic connection, which prevents the sudden jar and  
destruction of the same. The back roll is made adjust-  
able to different thicknesses of board or belt, as also are  
the clamps. An adjustable collar on the upright rod al-  
lows the operator to obtain any height of blow desired  
automatically. If one blow is wanted, press upon the  
treadle and remove the pressure as soon as the blow is  
given. Keep the foot upon the treadle and the blow will  
be repeated until the pressure is removed. If a  
blow of less height than the collar is set for is required,  
work the hand lever, which will give you any height of  
blow desired. The hammer can be held up at any point  
below the collar by bringing the hand lever into action  
when the hammer is at the desired height, so that the  
next blow can be given from a state of rest, of less height  
than the collar is set for. This is a feature for which drop  
has; that is, the first blow struck can be of less height  
than the second or third, and obtained from a state of  
rest. A gentle pressure upon the treadle will allow the  
hammer to go down slowly, but it will stop and remain  
suspended at any point as soon as the pressure is re-  
moved.  
The clamps in holding up the hammer keep the board  
from touching either roll, and prevents the same from  
being worn unevenly.

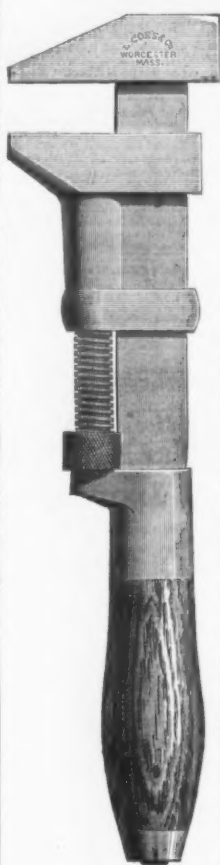
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made with ribs on the inside, having a full  
bearing on the front of bar (see sectional view),  
making the jaw fully equal to any strain the  
bar may be subjected to.These recent improvements in combination  
with the nut inside the ferrule firmly screwed  
up flush, against square, solid bearings (that  
cannot be forced out of place by use), verifies  
our claim that we are manufacturing the  
strongest Wrench in the market.We would also call attention to the fact,  
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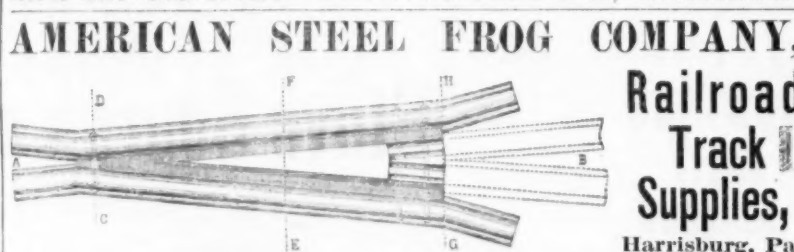
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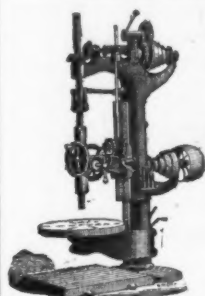
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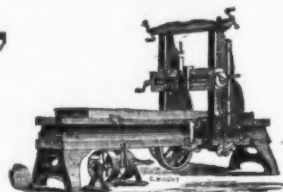
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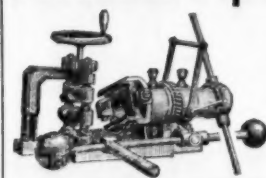
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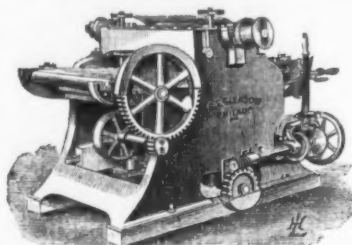
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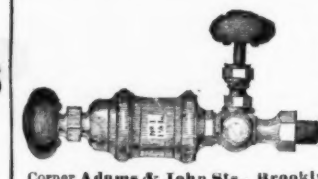
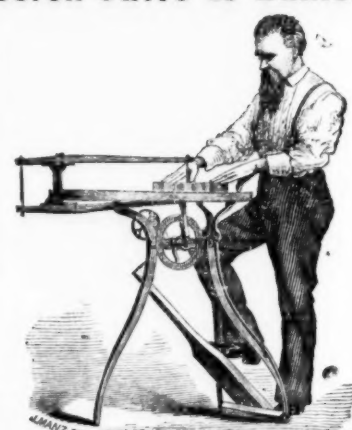
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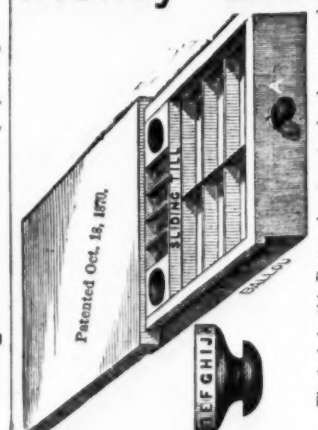
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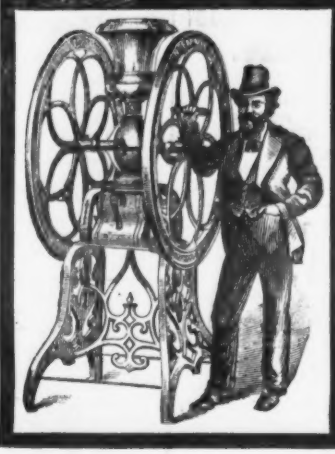
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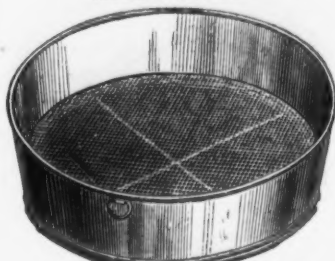
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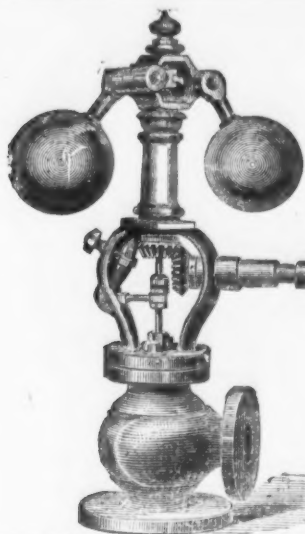
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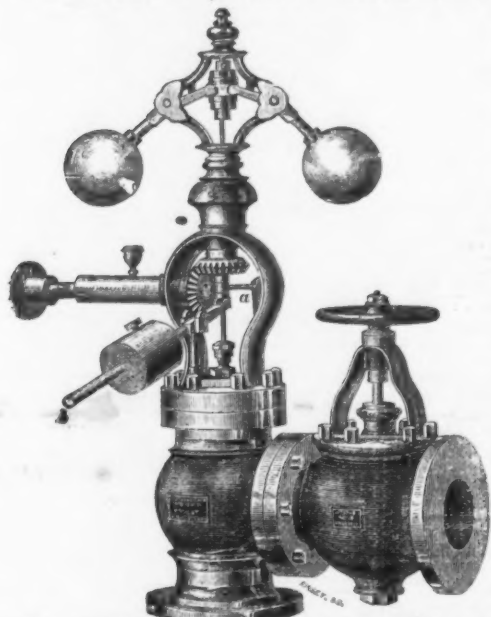
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1/2	20 00	22 00	19 00	..	..
3/4	24 00	27 00	22 00	2 00	5 25
1	29 00	32 00	27 00	2 25	6 50
1 1/4	34 00	38 00	31 00	2 50	8 50
1 1/2	41 00	46 00	38 00	3 75	11 50
2	47 00	54 00	..	3 25	16 00
2 1/4	50 00	57 00	47 00	3 50	17 00
2 1/2	55 00	62 00	..	3 75	19 00
3	62 00	70 00	..	4 25	22 00
3 1/4	71 00	80 00	..	4 50	27 00
4	81 00	92 00	..	5 00	32 00
4 1/4	91 00	103 00	..	5 50	37 00
5	102 00	114 00	..	6 00	42 00
5 1/4	116 00	129 00	..	6 50	48 00
6	134 00	148 00	..	7 00	55 00
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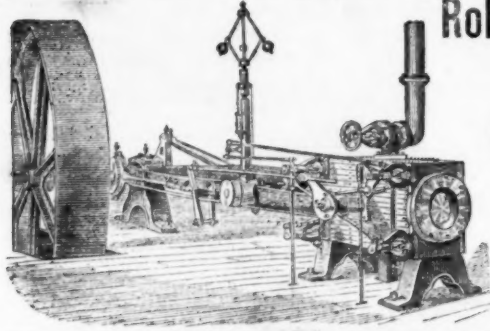
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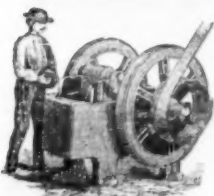
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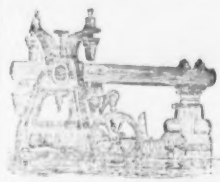
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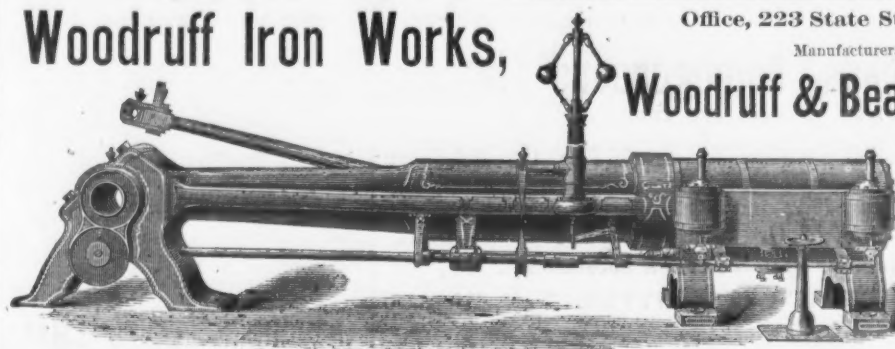
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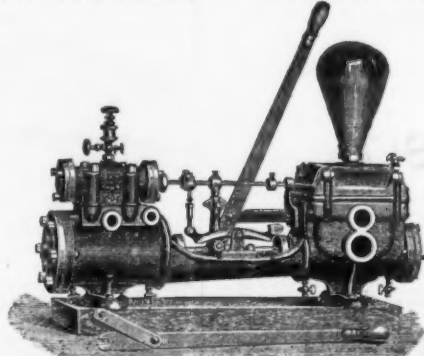
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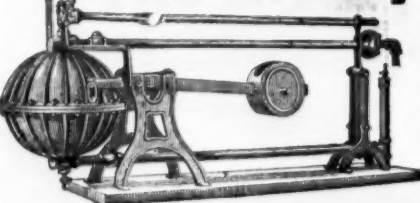
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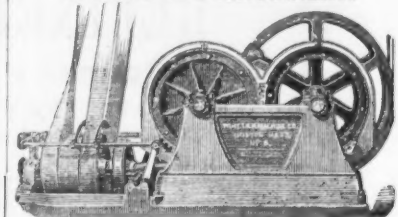
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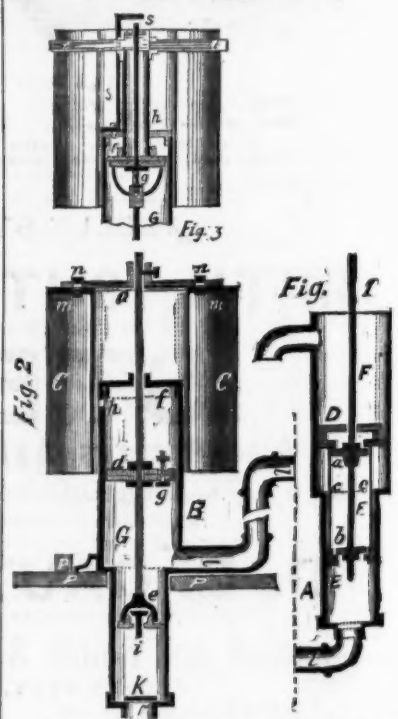


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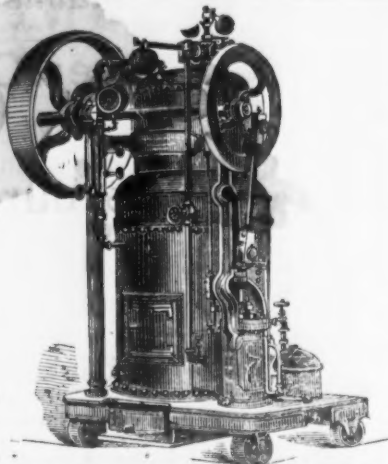
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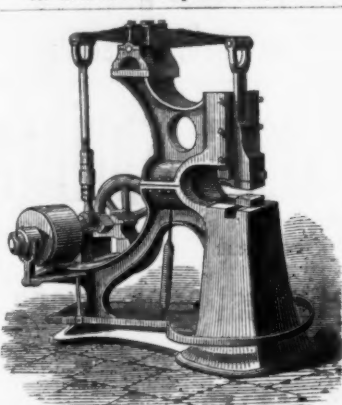
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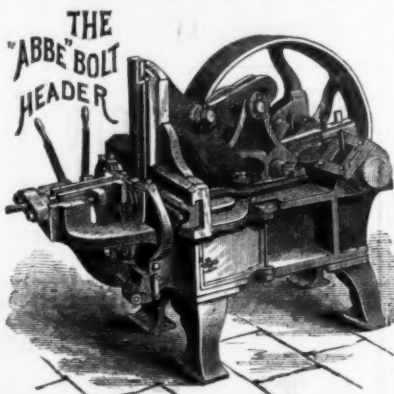
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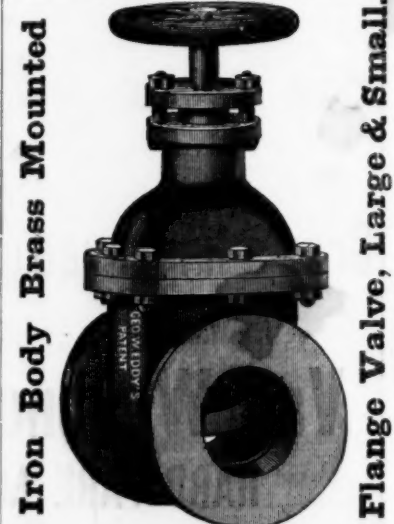
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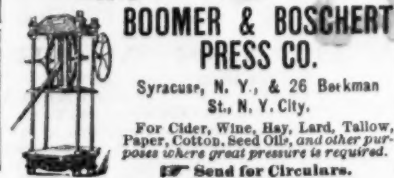
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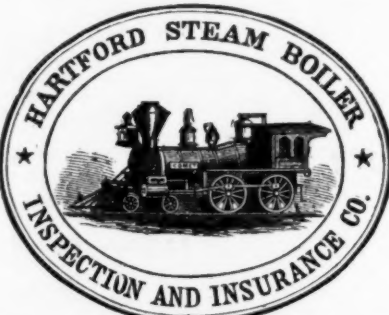
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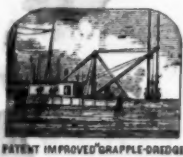
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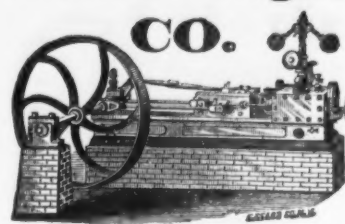
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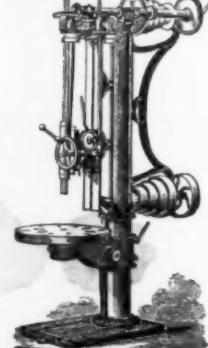
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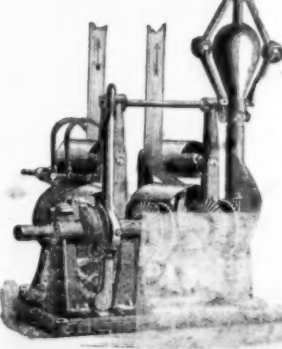
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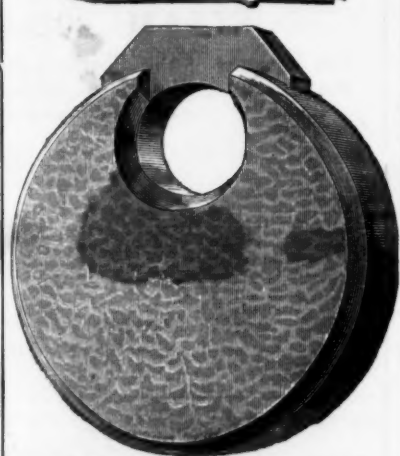
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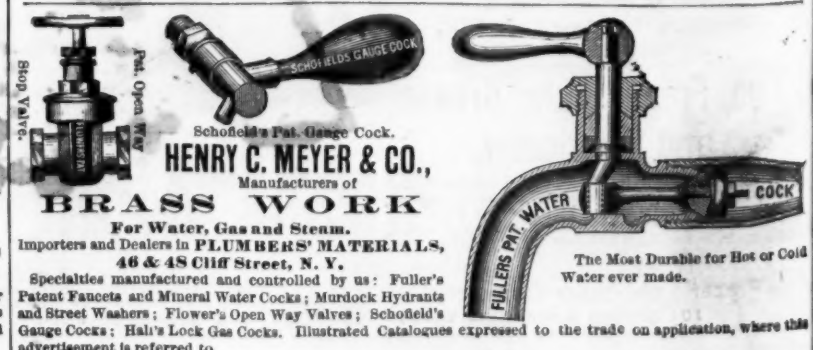
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